

EKMT
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54/1/51 (Vol.1) - Ministry
of Works - Child Welfare
Training Centre, Raglan
(1968-1985)

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MINISTRY of TRANSPORT

AURORA HOUSE
62 THE TERRACE
WELLINGTON
NEW ZEALAND

PRIVATE BAG, WELLINGTON
TELEPHONE: 721 253
TELEX No.: NZ 31524

WHEN REPLYING
PLEASE QUOTE

54/34/1

29 January 1985

Regional Secretary
AUCKLAND

HARBOURS AND FORESHORES SECTION - ADVICE OF APPROVALS

I refer to your memorandum of 18 December 1984 concerning the following applications:

1. N/R 54/4/437 H/O 43/1/6
Plan M.D.(N) 597
Ak. Hbr. Bd - (178(b) only)
Gabador Place, Tamaki River
Plan cannot be located on our file

Will research and advice.

2. N/R 54/4/444 H/O 43/1/6/76
Plan M.D.(N) 778
Manukau City Council
Reclamation - Mahunga Drive Ext.

Plan returned. Approval given on M.D. 16115
Same as your plan.

3. N/R 54/13/7 H/O 54/30/1
Plan M.D.(N) 333
Whangarei County Council
Groynes etc.. Matapouri Estuary

Plan returned. Not approved. Did not include
amendments put forward in July 1978 - Associated
with M.D.(N) 538.

4. N/R 54/19/165 H/O 54/1/165
Plan M.D.(N) 596
M.W.D.
Widening of Bascombes Bridge

Being researched will advise shortly.

- * 5. N/R 54/27/153 H/O 54/24/7
Plan M.D.(N) 428
Thames Valley Electric Power Board
Powerline - Piako River



29A5/911m

Three Head Office files dealt with crossings of this river by powerlines. Two have been destroyed and the other (reference 54/24/7/12) sent to your region.

6. N/R 54/27/168 H/O 54/24/1/33
Plan M.D. (N) 588
Bay of Islands Electric Power Board
Powerline - Uruti Bay, Bay of Islands

Our old file held by your office.

7. N/R 54/1/228 H/O 43/1/9/16
Plan M.D. (N) 223
Ak. Harbour Board
Dredging - Fergusson Wharf

Will research and advise shortly.

- * 8. N/R 54/11/40 H/O 54/4/76
Plan M.D. (N) 643
Raglan County Council
Outfall - Raglan River

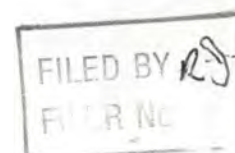
H/O file transferred to your region.

- * 9. N/R 54/19/27 H/O 54/1/51
Plan M.D. (N) 297
Causeway and Bridge - Opotoru Channel

No development since 1982 when the Valuation Department queried whether any authority had been granted.

M.P. Boland
for Secretary for Transport

Encl





SEC (Hhrs) ✓

54/1/57
MOT 5

Our Ref:

Your Ref:

INTERNAL MEMORANDUM

To S.E.O. (Hhrs) From Regional Office, AUCKLAND
HEAD OFFICE Date: 18 December 1984
Subject: ADVICE OF APPROVALS

This office has been auditing the files in this region.

Below is a list of applications which were forwarded to your office for action and to which we have received no advice. Could you therefore please check and advise if they have been approved and when. If they have been approved could you please forward a copy of the approved plan.

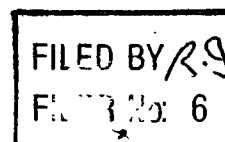
1. N/R 54/4/437
AUCKLAND HARBOUR BOARD (McMullen and Wing Ltd) -
Reclamation (178(b) only) -
Gabador Place, Tamaki River.

Forwarded to your office 28.11.78 -
Plan M.D.(N) 597.
2. N/R 54/4/444 H/O 43/1/6/76
MANUKAU CITY COUNCIL -
Reclamation -
Mahunga Drive Extension, Tarata Creek.

Forwarded to your office 30.9.80 -
Plan M.D.(N) 778.
3. N/R 54/13/7 H/O 54/30/1
WHANGAREI COUNTY COUNCIL -
Groynes, Channel Alignment & Erosion Prevention Works -
Matapouri Estuary

Forwarded to your office 26.1.77
Plan M.D.(N) 333
4. N/R 54/19/165 H/O 63/324
72/12/1/10
M.W.D. -
Widening of Bascombes Bridge -
S.H. 12., Naumai Creek

Forwarded to your office 23.11.71
Plan M.D.(N) 596



B/u 25/1/85 ✓
91-
FILE

Contd/.....2.

5. N/R 54/27/153
THAMES VALLEY ELECTRIC POWER BOARD -
Aerial Powerline Crossing, Amendment -
Piako River

Forwarded to your office 26.10.77
Plan M.D.(N) 428

6. N/R 54/27/168
BAY OF ISLANDS ELECTRIC POWER BOARD -
Aerial Power Line Crossing
Uruti Bay, Bay of Islands

Forwarded to your office 8.11.78.
Plan M.D.(N.) 588

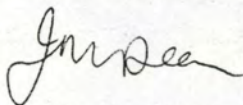
7. N/R 54/1/228 H.O. 43/1/9/1G
AUCKLAND HARBOUR BOARD -
Dredging for fill for Fergusson Wharf
Tamaki Straits

Forwarded to your office 2.4.76.
Plan M.D.(N) 223.

30.6.76 received letter from your office advising approval for M.D.(N) 37
and M.D.(N) 207 but no advice of M.D.(N) 223.

Also could you please advise if the plans of the Raglan County Council proposed
outfall on the Raglan River, M.D.(N) 643, (N/R 54/11/140, H.O. 54/4/76) have
been approved yet.

Could you also advise the current status of the approval for the existing bridge
and causeway across the Oputonu Channel, M.D.(N) 297 (N/R 54/19/27, H.O.
54/1/51).



J. M. Dean
for Regional Secretary

54/1/51
6400/83/2

18 February 1982

Supervising Valuer
Valuation Department
P.O. Box 9347
HAMILTON

CAUSEWAY AND BRIDGE : OPOTORU CHANNEL : RAGLAN

Your memorandum of 12 February 1982 refers.

... For your information, I enclose for your information a copy of a summary of this ministry's file in respect of the above access. This summary was prepared as a result of a complaint made to the office of the Ombudsman in 1980.

The only other development which has since occurred is that a petition was considered by the Land and Agriculture Select Committee in May 1981. The Committee considered the petition which was then referred back to Parliament without any recommendation.

I trust that the above information will be of assistance to you.

hll
T.E. Law
for Secretary for Transport

✓ Encl.

FILED BY MK
FILE No. 6

DISPATCHED

22 FEB 1982

by RECORDS
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ED(Hxf)

54/1/51



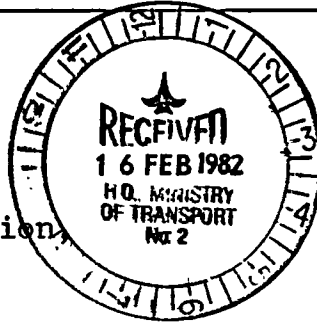
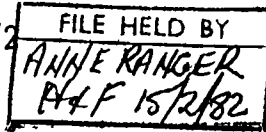
VALUATION DEPARTMENT

P.O. BOX 9347
HAMILTON
NEW ZEALAND

MONCKTON TRUST BUILDING
ROSTREVOR STREET
HAMILTON
Ph. 392188 STD 71

Address all correspondence to the Supervising Valuer

OUR REF.: 6400/83/2
YOUR REF.: 54/1/51



12 February 1982

Harbours & Foreshores Section,
Marine Division,
Ministry of Transport,
Private Bag,
WELLINGTON.

Attention: Miss Ranger.

Dear Madam,

RE: CAUSEWAY AND BRIDGE - OPOTORU CHANNEL. RAGLAN

In february 1954 approval was issued by the Raglan County Council for a proposed subdivision on the southern side of the channel with the proviso that sea access was sufficient access to the subdivision. This endorsed the decision by the Crown who prior to the 1961 Land Subdivision in Counties Act were responsible for approval of subdivisions.

Subsequently the property owners on the southern side of the channel constructed a causeway and footbridge across the channel to provide access. This appears to have been an informal arrangement which has been the subject to protracted debate over the years while the property owners sought a source of financial assistance for its upgrading and maintenance.

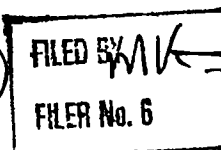
As the causeway and foot bridge crosses the tidal estuary I understand that approval for its construction is necessary from the Marine Division of the Ministry of Transport, with the consent of the Raglan Harbour Board who would probably then be responsible for its administration.

I would be grateful to receive your advice as to whether any such authority or permit to erect or maintain the causeway bridge and footbridge that are currently located in the channel have been granted, and if so, I would be grateful if you could supply details of any such authority.

Messrs D. Squibb & C.F. Baker who own property on the south side of the channel have objected to the Raglan County General Revaluation of their property as at 1 October 1980, and the matter is to be heard before the Land Valuation Tribunal on February 25 and 26 1982. Your urgent reply would be appreciated.

Yours faithfully

File



T.D. Henshaw
for Supervising Valuer

©

54/1/51

15 May 1981

Secretary
Lands and Agriculture Select
Committee
Parliament Buildings
WELLINGTON

Dear Sir

Your memorandum of 6 May 1981 concerning petition 80/36 by the Rangitahi Access Group refers.

The matter of the bridge and causeway has been of some concern to this ministry for a number of years. It is an offence in terms of section 176 of the Harbours Act 1950 for any "person to reclaim any land or construct, erect or place any work, ..., or structure in, on, over, through, or across tidal lands or tidal waters, or the bed or waters of the sea, or of any harbour, ..., or commence to do any of those things without obtaining the approval of the Minister under section 178" of the Act.

Section 162 of the Harbours Act is also applicable as this is the section which provides for the licensing of crown, foreshore and seabed. The area in which the causeway and bridge are located is within that area subject to a grant of control in terms of section 165 of the Harbours Act 1950. Therefore, any procedure relating to the licensing of the structures now lies with the Raglan Harbour Board although the structures would still require approval in terms of section 178 of the Act.

The present situation is that neither of these sections of the Harbours Act have been complied with. The bridge has been in existence for many years and has provided access for a number of residents. The last information that we have is that the bridge is not well built or maintained and in its present condition would not be structurally acceptable for a licence.

A property owner (Mr Harrison) upstream of the causeway and bridge claims that the bridge and causeway prevent navigation to his property from Raglan Harbour. While this may be factually correct, the bridge and causeway were in existence prior to the time when the complainant purchased his property.

delivered by
hand

9.06
15/1/81

9.30 am

File

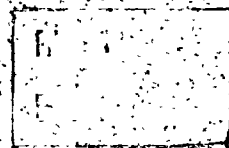
The ministry has had a great deal of correspondence on the matter and the Office of the Ombudsman has also investigated the situation.

The ministry is concerned that the structures are still unauthorised. The users have been advised of the requirements of the Harbours Act 1950 and are aware of what is required to enable the ministry to grant the necessary approvals. If the centre section of the bridge was raised during upgrading then the navigational problems would also be solved.

Yours faithfully



Secretary for Transport



MINUTE SHEET

Department:

Subject:

File No.

Urgent required by next Friday.

Date:

To—

Tom

Would you please draft letter -

(a) H-Act responsibility

(b) - illegal work etc. - refer back to legal opinion, the fact that bridge was there when Harrison bought property etc. Letter from Harrison

Ombudsman Correspondence on separate file

let me see your draft - Sandy's signature

our summaries could also be sent to

Select Committee

File

Attention:
Miss A Ranger

RH-1204

E0-4cR



Lands and Agriculture
Select Committee,
6 May 1981

The Secretary of Transport
WELLINGTON

PETITION 80/36 RANGITAHU ACCESS GROUP

✓ I enclose a copy of the prayer of this petition heard today by the Committee, also a copy of a letter from you to the Secretary of the Access Group.

The Committee has asked for a report from your Department which will answer the following questions:

(Referring to your letter of 1 September 1977)

- (a) Which section of the Harbours Act is referred to ?
- (b) Details of the type of complaint received and reasons why the Department appears to be contemplating removing the bridge at the expense of its users/constructors, please?

I would be grateful if you could let me have the report by 15 May 1981 to be in time for our next meeting.

N. S. Rogers.

(N S Rogers)

Secretary Lands and Agriculture Select Committee
(Telephone 749 199 ext 8374)



54/1/51
/A

To the Members of the House of Representatives of New Zealand in
Parliament assembled

The Petition of RANGITAHU ACCESS GROUP

of Opoitiro Road Extension KAGLAN

Respectfully submits:

That the Minister of Land and his Government agency by not operating within Government law under statute has incorrectly approved a subdivision of land by applying a non applicable section of an act, and, by so doing, the residents have no lawful practical physical access to their land.

The Minister of Land in 1969 Mr Duncan McIntyre - Mr N. Coad, the Director General of Land thru Mr Venn Young the Minister of Land and Mr A. Eaton-Hurley the then Auckland ombudsman had advised that access to our properties was by water under Section 126 of the Public Works Act 1928.

After 9 years of involvement it was subsequently admitted to our group that Section 126 had no application. This was eventually agreed to by Mr Venn Young, and, after a petition to Parliament 79/10, by Mr A. Hurley.

Mr Venn Young subsequently advised that the subdivision had instead been allowed under Section 3 of the Land Subdivision in Counties Act 1946, but failed to advise what conditions were attached.

It transpires Section 126 was applied as a condition by the Land and Survey Department which the Raglan County Council approved in error.

The Government was the only body with authority to approve scheme plans and subdivision of land outside a town boundary in accordance with Section 3 of the Land Subdivision in Counties Act 1946.


By applying Sec. 126 as a condition the Land and Survey Department did not uphold the law and in so doing approved a subdivision with no lawful practical physical access.

It was conveyed to an earlier select committee by Mr C. Laking, the chief ombudsman that the Raglan County Council and the Government acquiesced over a long period that physical access is by way of an illegal causeway and footbridge used by residents for ingress and egress.

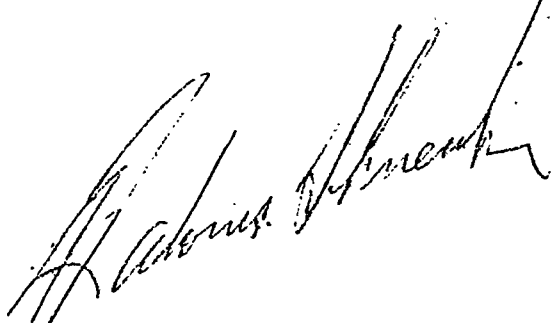

Your petitioner therefore requests that the House will see justice done in that lawful physical practical access is provided to this subdivision to rectify the Government error.

And, your petitioner, as in duty bound, will ever pray.

Yours faithfully
RANGITAHU ACCESS GROUP


C. F. Baker
Secretary

20/10/1980.



MINISTRY of TRANSPORT

PRIVATE BAG, WELLINGTON 1
TELEPHONE: 721-253
TELEGRAMS: TRANSPORT

AURORA HOUSE,
THE TERRACE,
WELLINGTON 1

54/1/51

1 September 1977

Mr C. F. Baker
RAGLAN

Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

We have now been advised by the Raglan County Council that your group has not accepted conditions laid down by the Council if it were to continue its involvement in this matter and that the Council has now withdrawn.

You will understand our anxiety that this matter is brought to a satisfactory conclusion without any further delay.

We must now insist that you let us have an immediate reply to all of the questions asked of you in our letter of 27 April 1977.

In addition to this we should stress that we have had complaints from people objecting that the bridge is an obstruction to navigation and these appear to be complaints which, had you been seeking approval to build the bridge now, would have resulted in either a refusal or a condition that the design be altered so as to permit navigation.

We are, as you must realise, in the extremely difficult situation that the bridge, walkway and causeway were constructed in breach of the Harbours Act and we have an obligation to put this situation right. It is, in essence, no different from the situation which would exist if you had built your house without obtaining a permit from the local authority, and we have the same obligation either to satisfy ourselves that it is proper to permit the bridge to remain or remove it at the expense of the people responsible for constructing it.

Would you please treat the matter of a reply to this letter and our letter of 27 April 1977 urgently.

Yours faithfully

P. J. McKinlay
for Secretary for Transport



REF: 14232
YOUR REF: 41/1/51

Office of the Ombudsman

4th Floor, Chase NBA House
163-165 The Terrace
Wellington

Telephone 739 533
P.O. Box 10152
The Terrace, Wellington

26 August 1980

The Secretary for Transport,
Ministry of Transport,
Private Bag,
WELLINGTON.

Dear Mr Edwards,

I am writing in connection with the complaint of Mr D.T. Harrison, of 1135 Heaphy Terrace, Hamilton, the correspondence about which rests with my letter to you of 20 September 1979.

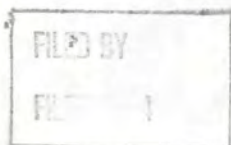
As stated in that letter, the petition of the Rangitahi Access Group was referred to me by the Petitions Committee and I presented my report to the Committee in January of this year. The petition was reported back to the House with no recommendation shortly after the current session resumed.

I wrote to Mr Harrison informing him of these developments and saying that because his complaint was so closely bound up with that of the Rangitahi Access Group I was doubtful whether any useful purpose would be served by my resuming the investigation. I told Mr Harrison that the resolution of his problem and that of the Access Group would seem to depend on other developments outside the scope of my jurisdiction. I told Mr Harrison that should he believe otherwise he should let me know and provide me with his reasons.

I have now received a reply to my letter and in the light of it I have decided formally to discontinue my investigation on the ground that, at least for the present, further investigation by me is unnecessary.

... I am returning your two files.

Yours sincerely,



Chief Ombudsman

*Copied to Auckland.
File returned.*

FILE. all papers please

11 / 9 / 1980

8

Initials



MINISTRY of TRANSPORT

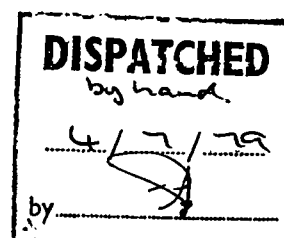
PRIVATE BAG, WELLINGTON 1
TELEPHONE: 721-253
TELEGRAMS: TRANSPORT

AURORA HOUSE,
THE TERRACE,
WELLINGTON 1

54/1/51

3 June 1979

The Chief Ombudsman
Office of the Ombudsman
P.O. Box 10152
WELLINGTON



Dear Mr Laking

... The preparation of the reports detailing the dispute of the Rangitahi Access Group and the origins of the causeway and bridge have now been completed and are enclosed as requested. To ensure that the report and relevant dates would be as accurate as possible the research was undertaken in liaison with officers of Lands and Survey Department and Ministry of Works.

You will note in particular that the exact date of the causeway's original construction is unknown, and that those persons who undertook subsequent reconstruction are also unknown. In this respect the parties concerned can only be surmised.

Mr Harrison's assertion that the footbridge and causeway are illegal in terms of the Harbours Act 1950 is correct, and the Ministry has repeatedly stressed this factor. However, we have not wished to have the structures dismantled and thereby leave the residents with no access other than by sea.

Raising a span of the footbridge would most certainly be the answer to Mr Harrison's navigational problem. However, as the Ministry of Works has suggested, increasing the height of the structure could have an adverse effect on its stability. It also appears very unlikely that the Access Group is willing to undertake the expense needed to ensure that the inlet is navigable at all times.

... Of the two enclosed files, 54/1/51 is the head office file and 54/19/27 is our northern region file.

Please indicate if you require any further information.

Yours sincerely

(Sgd) A. J. EDWARDS

Secretary for Transport

Encls. ✓

A HISTORY OF MAJOR LETTERS RELATING TO
RANGITAHU ACCESS GROUP - BRIDGE AND CAUSEWAY

- 20.2.69 MWD report on proposed causeway for Child Welfare Training Centre
- 21.3.69 Nautical Adviser considered 4.8ft clearance satisfactory. Raglan Harbour Board. OK required - existing old footbridge should be demolished.
- 25.3.69 Comments sought from Raglan Harbour Board.
- 30.4.69 Reply from Raglan Harbour Board - advised that land was being sold - not being used for Training Centre.
- 24.8.69 MOT sought confirmation of above from MWD.
- 27.8.69 Above confirmed.
- 18.8.75 Regional office advised complaint received re footbridge.
- Mr Harrison - Regional Office wrote to Raglan
- 13.11.75 Residents apply for upgrading of causeway.
- 13.1.76 Residents informed that the structures (causeway and bridge) were illegal structures; approval for repair work only needed where it would interfere with public interest or navigation.
- 8.3.76 Access Group apply for permit for bridge and causeway - they state that access (as standing) is an absolute necessity.
- 15.3.76 MOT Regional Office states requirements for plan approval and asks for forwarding of plans.
- 28.4.76 Raglan County Council states that due to financial consideration they cannot support or contribute to the building of a new bridge.
- 25.5.76 Raglan County Council state they will not be held responsible for structures maintenance.
- 15.12.76 MWD report on plans submitted for existing bridge:
- (i) bridge and causeway - only access;
 - (ii) structures obstruct navigation - unqualified Marine Department approval should not be given;
 - (iii) annual permit be issued: requiring modification of structure for navigation, safety for users and maintenance to ensure this, annual inspection to ensure work carried out.

- 19.7.76 Mr Harrison pressing to know what developments taking place; this followed from his meetings with local people in 1975 that the causeway was to be raised.
- His initial approach to the MOT had been to the Auckland Office on 4 August 1975 (letter and phone call).
- 27.4.77 MOT Head Office: requests information from Residents concerning:
- (i) licence - annual rental \$150;
 - (ii) that usage of bridge will remain stable;
 - (iii) bridge be raised for navigational purposes;
 - (iv) practising engineer report on bridges capacity and annual inspection and report.
- 12.5.77 & 16.5.77 Legal opinion dealing with tidal aspects of case.
- Office Solicitor believed there was no common law right of public navigation up the Opoturu Stream, on the basis of past and present usage.
- 29.6.77 Access group following meeting with Raglan County Council stated that the Council would now be taking the responsibility for the continuing affairs of the bridge and causeway.
- 30.6.77 Mr Harrison again pressing for navigational access.
- 15.8.77 MOT told Mr Harrison that the chief concern at present was the public interest, i.e. competing usage of the bridge, causeway and navigational access.
- 24.8.77 Raglan County Council state that they were only to be involved with the permit but not the other related issues. Because the group stated it would not be responsible for maintenance, upgrading and replacement costs the Council was dropping its concern in the matter.
- 1.9.77 MOT writes to group repeating requests for information relating to letter of 27.4.77. MOT also stresses navigational aspects and the illegality of the structures.
- 6.9.77 Access group state that financial aspects of approval are impossible for group to meet.
- 6.10.77 Letter from MP Ms Waring asking Minister of Transport to report on matter.

- 20.10.77 MOT informs access group that some reasonable attempt must be made to raise a portion of the bridge and take out a licence.
- 28.10.77 MOT presses for speedy answer to our requirements.
- 2.11.77 Access Group again reiterates financial burden relating to consultancy fees and maintenance.
- 28.11.77 Ms Waring refers to the access by road which appears on maps but was never constructed - she points out that no legal access was given at time of subdivision.
- 30.11.77 Min of Transport: subdivision given only on grounds that access was by sea.
- the road had actually been adjoined to existing Crown Land, the road being closed by Order in Gazette 26.9.68.
 - when this was done section owners did not register objections.
- 1.12.77 Mr Harrison writes to Minister of Transport concerning boat access, requesting remedy.
- 24.1.78 Minister of Transport answer - public interest aspect stated again and property owners need for access.
- 24.7.78 MOT asks County Council (now also Harbour Board) to take some authority in this matter.
- 9.5.78 Mr Harrison repeats request to Minister of Transport.
- 24.7.78 Minister of Transport replies: comments received also from Minister of Works:
- financial aspects of raising bridge would be too burdensome on Access Group.
- 31.7.78 Access Group letter: appear to be hedging on finalising arrangements.
- 24.8.78 Reply from Raglan County Council stating that they do not wish to be involved in this matter any further than their past position as at 24.8.77 - they state however that the relocation of the golf course might change the whole development of the area.
- enclosed letter from Ombudsman's office 2.2.78 stating that collaboration of all parties and willingness would bring about a speedier result.
- 30.11.78 Raglan County Council point out that development plans have not eventuated: situation remains as previously

19.12.78 MOT writes to Ombudsman stating what action is contemplated.

9.1.79 Ombudsman's office replies stating that from their point of view there has been no further action.

Since that time the Ministry has discussed its future strategies - short of applying the full force of the Harbours Act the case is presently at an impasse.

54/1/51

RANGITAHU ACCESS GROUP - BRIDGE AND CAUSEWAY

Points relating to:

1. The origin and construction of causeway and bridge.
2. Crown involvement in the land occupied by the residents and adjacent farmland.

The origin of the bridge and causeway is very confused and no definite dates can be set for its early existence.

- The presence of the footbridge and causeway in a rudimentary form dates back to the early 1800's and are believed to have been constructed by an early settler.
- In November 1952 Mr Chibnall (the person who owned the land on the peninsula) applied to the MOW for assistance to upgrade the causeway - MOW declined.
- At this time the causeway was only useful at very low tide and was adjacent to a ti-tree footbridge; it is presumed that navigation was possible at this time.
- Between 1953 and 1961 the old causeway was modified to that of a half-tide causeway, and the bridge was also refurbished; the person who undertook this construction is unknown; we can only presume that it was undertaken either by Mr Chibnall, the subsequent landowner Mr Yeoman, or the residents group.
- The first subdivision of the peninsula was undertaken in 1954 by Mr Chibnall who at the time owned and farmed all the land on the peninsula.
- Mr Chibnall cut out a 1 acre lot for his own home and four other sections for his family - subsequently the family declined the gift of the sections.
- The surveyors report which accompanied the plan stated that the Raglan County Council had approved of access being by way of sea under Section 3 of Land Subdivision in Counties Act 1946, also applied in 1958.
- On 19.7.55 Mr Chibnall sold the farm to Mr Yeoman (Lands and Survey Transfer No 89798). Mr Chibnall retained ownership to the subdivision.
- In 1958 Mr Chibnall submitted his second scheme plan - cutting his 1 acre section into 4, making 8 sections in all - (the residents of this now constitute the Rangitahi Access Group).

- Rights of way were incorporated into the 1958 subdivision showing that it was intended that all but two of the sections would gain physical access to their properties not by using the public road frontage but by using the causeway across the inlet (the public road proved impractical).
- Lands and Survey point out that the causeway provided a practical alternative which in 1958 suited the subdivider, the County Council and the purchasers.
- It can be presumed therefore that perhaps Mr Chibnall upgraded the causeway and bridge to make the subdivision a more viable proposition.
- Following 1958 the causeway was locally known as "Yeomans Access".
- During this time there did exist an unformed legal road connecting to County roading. However, its use was strictly limited and impractical as alternative access; it is evidently common practice to use unformed legal road to meet the requirements of the legislation relating to subdivisions while providing practical access in some other way - the cost of finishing the road to give access would have been exceedingly high.

On 13 July 1964 Mr Yeoman sold the farm to the Education Department (p.1116 New Zealand Gazette 1964) to construct a child welfare farm; established under the Child Welfare Act 1925.

- The property was acquired for £20,500; composed 281 acres, 0 roods, 1.8 perches.
- Mr Yeoman remained on the property; (31 May 1965) tenancy assessed at £900 a year; MOW administering property for Education Department.
- 2 June 1966 Yeoman vacated the property.

1969 - Lands and Survey who now administered the tenancy on behalf of the Crown, advised that a lease could be offered for a term of 3 years provided there is provision for right of entry for roading causeway and building construction work.

In February 1969 MOW submitted plans to Ministry of Transport on behalf of Education Department for the building of a new bridge and causeway; this was subsequently shelved when property sold.

- The building of a bridge and causeway was also to provide access, to replace the unformed legal road which was closed by notice in the Gazette (26 September 1968, No 59 p.1645).

- The area of the road was subsequently included in the sale of the property to Mr Strawbridge in November 1969 when the Crown's intention to develop the farm was dropped.
- At the time the road was closed it is pointed out that adjacent section owners (Rangitahi Access Group) did not object; they probably believed however that the new bridge and causeway would be constructed.
- Since that time the farmland has remained under ownership of Mr Strawbridge and Sons.
- The subdivision remains - these people now form the Rangitahi Access Group.

Some Conclusions

- The building of the causeway and footbridge in its original form may predate the original Marine Act.
- In 1973 the footbridge was rebuilt by either Mr Strawbridge or the residents.
- Improvements were also made to causeway during this period - Raglan County Council contributing \$250 to upkeep.
- It is notable that in 1975 the Access Group made application to MOT seeking permission for maintenance work.
- The Residents Group state they bought their properties in good faith believing the access by causeway was incorporated as part of the sale; the Raglan County Council argue that the residents were given no such right of access and were told that access was by sea.
- The existing structures are on Crown land; they are illegal in terms of the Harbours Act 1950; no licence or plan approval has been authorised - if the structures were demolished the residents would have access only by sea.
- The County has stated that the possibility of re-legalising road access was unwarranted on basis of costs and the impracticality of the route.
- On 12.5.77 the Office Solicitor wrote that on the existing facts there was no Common Law right of navigation. In the present case the Minister is free to consider the public interest under section 178(b) of the Harbours Act 1950.



**Ministry of Works
and Development**

P.O. Box 1215, Hamilton

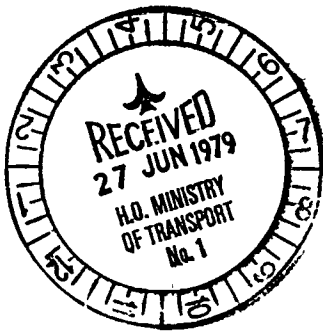
Telephone 84 359

Inquiries to P F Butler

Date 22 June 1979

Ref 36/3/1/10

The Regional Secretary
Ministry of Transport
P O Box 6312
TEARO Wellington



Attention: Mr P J Elder

BRIDGE AND CAUSEWAY ; OPOTURU RIVER : RAGLAN HARBOUR

✓... As discussed with Mr Elder I enclose copies of correspondence from my file dated 21 November 1952, 24 May 1961 and 17 May 1962 which led me to the conclusion in my report of 15 December 1976 that the access across the Omahina Creek had been built between 1953 and 1961. I have since discussed the matter with the assistant county engineer, Mr Finn, who has been employed by the Raglan County Council since 1946. He confirms that the dates given above are correct as far as the present bridge and causeway is concerned and that previous vehicle access ~~for vehicles~~ had been via a metal surface on the creek bottom which was exposed only at low tide and was not an obstruction to navigation.

The timber footbridge was in existence in 1946 and could have been built many years before that. It consisted of manuka stakes and light planks and sections were continually being repaired and replaced. Small craft could pass beneath it.

I trust this provides sufficient information for your requirements. It is possible that there may be additional correspondence on the subject on the files of the district commissioner of works, Hamilton. I see also that there was ministerial correspondence on the matter in May and June 1978.

D J Fendall
Resident Engineer

Per

P. Elder

✓ (P F Butler)

Encl

C O P Y.

MINISTERIAL
URGENT

Opotoru Road,
RAGLAN.

17th May 1962

To the Minister of Public Works.

Mr W. Goosman,

Dear Sir,



I am writing to ask your favourable consideration for a Government grant, to be applied for by the Raglan County Council, for access to my farm at Opotoru Road, Raglan, and I would draw your attention to the following facts:

Access to the farm is governed by tide and is thus limited to two periods of six hours daily. This is a constant worry in case of accident or illness occurring when the tide is not favourable.

Stock often have to be sent out the day before sale with consequent loss in value, particularly dairy heifers. Owing to drop in sheep values it would be better to farm dairy and sheep, but as cream lorry passes at 7.45 a.m. one has the choice of taking cream by boat, or holding it over with consequent loss of grade.

Depreciation is very heavy on vehicles that are splashed with salt water.

Having spent £750 to £850 in the seven years I have been here on bridge, pipes and filling, and many, many hours of labour, the access is still anything but a road.

Our Member, Mr Johnstone, has taken an interest in this access over many years and has full particulars, and I should be very grateful if Government assistance can be made available.

Yours faithfully,

(sgd:) C. A. YEOMAN.

F

6/54

HAMILTON

Private Bag
24 May 1964

The Commissioner of Works.

RAGLAN HARBOUR:
OMAHINA CREEK CAUSEWAY: RAGLAN COUNTY COUNCIL:

- ... 1. Please find enclosed a copy of an application from the Raglan County Council on above proposal. This work has been done by the local land-owners without approval which would have been obtained in the normal way. However, as it is an area of the harbour that is gradually silting, and therefore of little use as a boating facility, no great harm has been done.
2. Now that the County intends to build a proper bridge and raise the causeway, it will be necessary to provide sufficient waterway to take care of the tide flow plus storm run-off.
3. The County has asked for an indication of Marine Department's requirements on this and height of soffit of the bridge girders.
4. Calculations show that tide flow reaches a maximum at about 7 feet on the gauge equal to 680 cusecs. Storm runoff at $\frac{1}{2}$ " per hour will produce a further 440 cusecs or a total of 1120 cusecs. At 3 f.p.s. waterway required would be about 370 square feet.
5. Length of bridge assuming 7 feet depth of water = 53 feet. With a centre pier added it is recommended that 60 feet be allowed or $2/30$ foot spans of $2/15$ ft and $1/30$ ft if preferred to preserve a channel for use of small craft.
6. It has been learned that one of the owners may later subdivide along the shore upstream from the bridge for holiday houses and this could mean a request for access under the bridge for small craft.
7. To provide for this, it is recommended that the soffit of the beams be built to the same level as the bridge over the Opatutu River.
8. If above recommendations are agreed to, the County will then undertake the design and construction so as to place the job on a proper basis.

C. F. W. Parsons
Dist Commr of Works

Per: 

Encl: (1) Raglan C.C. Letter
(2) Plans E.D.O. 9368

P.S. 16/297

Ministry of Works,

P.O. Box 990 HAMILTON

5 March 1955

The Commissioner of Works,

Access Farm Road : E. Chibnall, Raglan.

Further to my even numbered memo dated 30 January 1955 I now have to report as follows on the access to Mr. Chibnall's Farm at Raglan, to which your P.S./Access refers.

The estuary is tidal and the Marine Department would have to approve; with the close local liaison between the two Departments this would probably not be a major difficulty.

In order that the access may comply with the definition of a legal access it must be possible to traffic at all times, i.e. it must be above high tide level. Mr. Chibnall's own suggestion does not meet with this requirement.

The use of bludgeon timber as piles is not practical owing to its susceptibility to attack by Teredo Bettle.

If any access causeway were built it would become a legal road and the maintenance would become a County responsibility and the Raglan County Council Engineer would recommend that causeway and bridge both be built of permanent materials, which explains the apparently high cost proposed by the Council mentioned in Mr. Chibnall's letter.

The unimproved value of Mr. Chibnall's land is £775, Capital Value £4,160. Date of valuation, April 1950. A causeway would not benefit other properties at the moment, but if it were built, Mr. Chibnall's property would become a suburb of Raglan and he could then subdivide into many building sections.

The Council would prefer an access road through the Te Hutewai Road as this would open up more farming property and would not have the same effect of encouraging urban subdivision.

An initial walk-over survey rough estimate for an access road from Te Hutewai Road to the boundary of Mr. Chibnall's property would cost about £5,000. However, as the Raglan County Council state that they have a long waiting list of access roads to back-block farmers for whom it is hoped to receive Government assistance and they consider Mr. Chibnall's case less urgent than many of these.

In view of the opinion expressed by the Council a detailed estimate for this alternative road has not been prepared.

Mr. Chibnall's letter is returned herewith.

Enc.

Dist. Commr. of Works.
(C.J.N. Farrant).

187221
RAGLAN COUNTY COUNCIL

G. E. SMITH, COUNTY CLERK
MR. ARTHUR, A.M.I.C.E., COUNTY ENGINEER

P.O. BOX 1
NGARUAWAHIA

COUNTY OFFICE - PAGE 2
ENGINEER (RESIDENCE) PAGE 1

2nd March, 1935.

JAM:NEB

The District Commissioner of Works,
P.O. Box 500,
HAMILTON.

Dear Sir,

In reply to your 18/227 of November 21st, there are several difficulties to be faced if the causeway is to be constructed.

In the first place, the estuary is tidal and the Marine Department would have to approve.

Secondly, the causeway and bridge would have to be above maximum high water level in order to satisfy the requirements for legal access.

Thirdly, I assume that if such a causeway were built it would become legal road and this County would be expected to maintain it and replace the bridge when necessary. I would therefore recommend to the County that both the causeway and bridge be built of permanent materials.

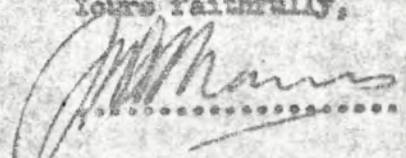
In answer to your question (A) - the unimproved value of Mr. Chitmall's land is £775. Capital Value £4,160. Date of Valuation, April 1930.

With reference to your question (B), the causeway would not benefit other properties at the moment, but if it were built, Mr. Chitmall's property would become a suburb of Raglan and he could and might subdivide into many building sections.

In reply to your question (C), I have not fully investigated any alternative access but, in my opinion, it may be far more satisfactory to construct the access road through Te Hara Road as this would open up more property and would not have the same effect of encouraging urban subdivision.

Finally, this County has a long waiting list of access roads to back-block farmers for which it is hoped to obtain Government assistance and I consider that Mr. Chitmall's case is less urgent than many others.

Yours faithfully,


COUNTY ENGINEER.

Eng
R/E
Please also
see note below
2nd
4/3

4/3
FILE

187221
2.6.35

(4)

500

HAMILTON, 21 November 1952

The County Engineer,
Haglen County Council,
P.O. Box 1,
ROANUAWAHIA.

Dear Sir,

Access Farm Road: P. Chibnell, Haglen

A Mr. P. Chibnell who owns a dairy farm about one mile from Haglen town has written to this Department asking for assistance to obtain an access road to his farm.

Access to the property is at present by way of a ford across a tidal area of Haglen Harbour over the Grottoe Bridge.

Mr. Chibnell states at low tide he uses a tractor and at high tide he uses a boat to get his farm produce onto the Haglen Road. But between these two extremes he has no access and he states that as a dairy farmer, unlike his predecessor who ran sheep, he requires to make fairly frequent trips to the coast at each day.

It is suggested that the difficulty could be satisfactorily overcome by building a 10 ft. wide causeway of spauls for 10 chains across the flats with a 30 ft. bridge constructed of blue-gum at the centre.

Mr. Chibnell offers to provide the labour, the blue gum and \$500 in cash towards the cost.

He states that his predecessors had been farming on the same area and that this difficulty could therefore benefit two farms.

I would be grateful for your view on this matter including the following points:

- (a) What is the estimated value of this land.
- (b) Should this causeway be made to benefit other properties.
- (c) Do you consider that an access road from the Haglen Road Road onto the coast and to Mr. Chibnell's property might benefit other properties.

Yours faithfully,

District Commissioner of Roads
(C.E.S. Ferguson)

Wide format was located here in this file

To view the wide format image(s) please go to the end of this document

The numbers listed below are also on the wide format image(s) that belong here

2429

At the request of Ministry of Works we have been administering a tenancy of the above property comprising 281 acres 0 roods 1.8 perches. The Crown acquired the property in 1964 for £20,500 and the owner remained rent free to 31 May 1965 after which a tenancy to the former owner was arranged at a yearly rent of £900. A copy of the field report obtained at the time and a plan of the property are attached.

X The tenant vacated the property on 2 June 1966 and Education Department advised that a lease could be offered for a term of 3 years provided there is provision for right of entry for road-ing causeway and building construction work, plus a 3 months' termination clause. That Department said that while building works may commence within the 3 year period it did not expect that possession of the entire farm would be required at an early date. Tenders were called. Details of the three received are as follows:

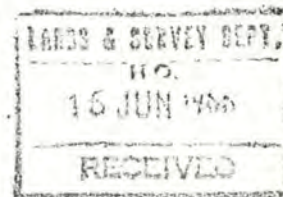
1 T F Smith Hamilton, Contracting Dealer
2 R.G. Hitch,
Technician,
Agriculture Department,
(with homestead)

£520.

£904

3 A.P. McCardle,
Farmer,
Raglan
(without homestead)

£700



Both the highest tenderers have been interviewed, but Mr. Hitch has withdrawn his tender because his family from whom he was to obtain finance for stocking is not enthusiastic and he has no other way of raising the sum of approximately £4,000 which would be required in the first season.

Mr. McCardle is the adjoining owner and would arrange finance for stock through his stock firm. He owns 430 acres with 330 acres in grass, the balance in gorse and manuka. He is carrying 1,100 ewes, 325 ewe hoggets and 200 wether hoggets. The intention if successful is to increase ewe numbers and thus be able to develop more of his own country by stocking. He would be able to handle the property but in doing so his own place would tend to go back. There would be little likelihood of letting the house separately as vehicular access to the property is only possible at low tide and the house would deteriorate as Mr. Mc Cardle has no use for it.

X Had Mr. Hitch been able to obtain finance he would have been an ideal tenant as he proposed living in the house and working the property full time but as he has withdrawn it is proposed to accept Mr. McCardle's tender unless the Child Welfare Division of Education Department decide to employ a Manager to farm the property itself. This suggestion came to mind while considering the tenders received and it would seem the proper thing as Education Department must intend farming the property sometime in the future. Discussions have been held with Education Department Auckland who have no knowledge of the Child Welfare Divisions intentions to have undertaken to advise the Division of the situation and enquire whether it would consider farming the property itself. The Division may approach the Field's Director for advice on the farming of the property and the intention of this memo is to provide the information you may require.

F.S. BEACHMAN
Commissioner of Crown Lands
per: [Signature]

DIRECTOR-GENERAL OF LANDS

20/270

Referred for information

flew

21 MAY 1979

Mr C F Baker
Seaford Lodge
Opotoru Road Extension
RAGLAN

DO REF 3/275
The Commissioner of Crown Lands

HAMILTON

For your information and record
Your memo of 12 March refers

Dear Mr Baker

J. M. M. M.
Director-General 4/5/79

I refer to your letter of 4 January regarding the question of legal and practical access to residential properties on the Opotoru Road extension at Raglan.

You will recall in my letter of 29 September 1978 that after further investigation by the Director General of Lands, I agreed that although the provisions of Section 126 of the Public Works Act 1928 did not apply to those sections in the subdivision, the residential sections involved have always fronted existing unformed public road. I stressed the point that notwithstanding the fact that this road is unformed and isolated, it was in fact the legal access to the properties concerned. Whether access by way of this unformed legal road is practicable or not does not alter the fact that in law the sections in the subdivision do have legal access. I do not agree with your contention that any discussions held to resolve the question of practical access to the subdivision should be carried out between my department and the County Council. The provision of access to the subdivision, which is freehold land, is completely a matter between the local body and the residents involved.

As regards the question of disciplinary action against the Director General of Lands, the officer in this position has changed since the initial representations were made to my predecessor and no benefit whatsoever would be gained by adopting your suggestion.

You have also requested advice as to the legislation under which this subdivision was approved. The subdivision was approved under the provisions of the Land Subdivision in Counties Act 1946 with the plans being prepared in terms of Section 3 of that legislation.

Notwithstanding the error in the reference to Section 126 of the Public Works Act 1928 the sections did front unformed legal road and as mentioned previously this would have been sufficient under the legislation operative at that time to allow the issue of titles for the residential sections. You must realise that although the situation may appear impractical provided a section has legal access, whether formed or unformed, connecting with County road systems or not, subdivisions can be approved and title can be issued by the District Land Registrar.

Regarding the offering of the former Child Welfare Institution by my department this property was offered for public application again on the basis that although legal access existed, physical access did not. The applicants were fully aware of the question of access when they accepted the property and agreed to purchase on the understanding that they would not look to my department or the local body to improve access. The Strawbridges purchased this property on this understanding and do not therefore, have any form of redress on my department. While the values this property was offered at has no real bearing on the question of the provision of access, I would point out that your information regarding the purchase price, and its relevance to the then Government valuation is totally incorrect. The Government Roll Valuation as at 5 August 1969 was set at:

Improvements	\$26,140
Unimproved Value	\$6,900
Capital Value	\$33,040

and the value at which the department offered the property in November 1969 was:

Improvements	\$30,000
Unimproved Value	\$11,250
Capital Value	\$41,250

The figures to which you refer to no doubt were confirmed by the Schedule quoted in the Deferred Payment Licence registered in the Land Transfer Office. The improvements are fully listed in this document but unfortunately, the main total is shown as "unimproved value" when in fact it should clearly have read value of improvements.

You have requested a definition of "reasonable water access" but as the provisions of Section 126 do not apply, I do not see the relevance of your request. However notwithstanding this, this is a matter for Ministry of Works and

Development as administrators of the Public Works Act and if you still feel this is required, I suggest you contact the District Commissioner of Works, Ministry of Works & Development, Auckland.

Should you intend to continue your investigations into possible means of resolving the question of access, I would draw your attention to the provisions of Section 129(b) of the Property Law Act 1952 which enables the owner of land without reasonable access to make application to the Court for an Order vesting adjoining land in the owner or conferring an easement which would afford reasonable access to that land. You may feel that the solution to your Group's problem may well lay through this legislation.

I can see no reason for my department to be involved any further in this matter. I have stated quite clearly in the past and so I believe has the Ombudsman that the problem of access is one definitely in the local body's field of administration and I can see no commitment or responsibility on the part of my department to be a party to any negotiations for the forming of improved access to this subdivision. In the acquisition of land by any individual it is the purchaser's responsibility to ensure that the access provided is both sufficient and legal at the time the purchase is made. If at a later date this is found to be unsatisfactory it is the purchaser's responsibility to take the matter up with the local authority in an endeavour to resolve the situation. In summary therefore, I repeat that I can see no justification for my department being involved in this matter in any way.

Yours faithfully

ROBERT B. BUNGE

Minister of Lands

The Hon. Minister of Lands

If approved please. *Schedule 20/25*

for *Winey*
26/4

28/4/78.

Mr C F Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opotoru Road Extension
RAGLAN

Dear Mr Baker

I refer to previous correspondence regarding the question of both legal and practical access to residential properties in the Oporu Road Extension at Raglan. First I apologise for the delay in replying to your representations but as you appreciate this is a rather complex issue which has required considerable investigation. I am also sorry that it was not possible for me to accept your invitation to visit the area when I was in Raglan in March. Commitments that day unfortunately left insufficient time.

The Director-General of Lands has informed me that a thorough investigation into your group's access problems has now been completed. It is noted in previous correspondence that the residential sections have always fronted an existing unformed public road as opposed to foreshore reserve. This point had been lost sight of and it is now agreed that Section 126 of the Public Works Act 1928 has no application to this situation. Legal access to the properties is by unformed legal road and the fact that it is unformed and now isolated does not alter the fact that the road is the legal access to the sections. I should mention it is common practice to use unformed legal road to meet the requirements of the legislation relating to subdivisions, while providing practical access in some other way. This was the situation in respect of the subdivisions covered in your representations. While acknowledging that Section 126 of the Public Works Act 1928 is not relevant I would nevertheless point out that in 1954 when the scheme plan was submitted for the original subdivision, the surveyor's report which accompanied the plan did state that the Raglan County Council had approved of access being by way of the sea under that section of that legislation. This was mentioned again in 1958 when the second scheme of subdivision was submitted. The first scheme plan was submitted on

behalf of a Mr F R Chibnall who at that time owned and farmed all of the land in the promontory. The purpose of his subdivision was to cut out of his existing holding a 1 acre lot, on which he himself wished to erect a home, together with 4 other building lots which were intended to be gifted to members of his family. As it turned out Mr Chibnall's brothers declined to accept the sections and Mr Chibnall remained the owner of all sections in the subdivision. The second scheme plan was submitted in 1958 by which time Mr Chibnall had sold the adjoining farm and sought to subdivide the 1 acre lot into 4 separate sections with easements being provided for practical access. At this time he still held title to all the sections in his earlier subdivision.

It is apparent from the "rights-of-way" which were incorporated in the 1958 subdivision that it was intended that the purchasers of all but two of the sections would gain physical access to their properties not by using the public road frontage but by using the causeway across the inlet. This causeway was I understand constructed by the former owner prior to subdividing portion of his farm. I am informed also that your group agrees that formation of the public road, around the foreshore onto which the sections front is impractical because of contour and is also undesirable since it will destroy the appeal of the undisturbed margin to the harbour. The right-of-way at the rear of the sections provides a practical alternative which in 1958 suited the subdivider, the County Council and the purchasers of the sections. You as present owners no doubt also accepted this causeway as alternative practical access when purchasing the sections.

As far as the question of road access to Raglan is concerned this has never been available in respect of the legal road which previously traversed the adjoining farm land. As you know this road did not connect with the County roading but not only would its construction have cost a great deal more than a causeway across the inlet but would also have led in the opposite direction to the township. A causeway has always been the obvious choice for physical access to this particular promontory. The public roads reach the foreshore at directly opposite points of the inlet and clearly the alignment allowed for the possibility that a connecting causeway would perhaps one day be constructed to allow the whole promontory to be satisfactorily settled with direct access to Raglan.

I understand however that you have now been advised by the Ministry of Transport that the causeway and the elevated boardwalk are both illegal structures since the causeway,

as a reclamation, has not been authorised, and the bridge requires a licence in terms of the Harbours Act and would have to comply with the acceptable engineering standards. This would obviously cost considerable money, probably beyond the capacity of your group and the adjoining farmer to finance.

In respect of your enquiry as to why the Raglan County Council admitted that section holders in the subdivisions had no legal access, this would have to be directed to Council.

While the road adjoining your sections did at one time connect with other roads and therefore provided a continuous legal access to the sections, the fact still remains that it was unformed and was never likely to be formed. While continuous legal but unformed access has now, with the consent of the Raglan County Council, been taken away this has in my view little bearing on what is your group's main problem, ie practical access which you would still be without even if the road closed in 1968 was reinstated to legal road. As already stated by the Ombudsman your best remedy appears to lie with the local body with you, as rate payers, persuading Council to contribute towards developing practical all year round access (ie the causeway) which could be later legalised. While the Crown was involved when the subdivision of the land was first undertaken I cannot agree, in light of the available information, that it is the Crown's responsibility to provide formed legal access and accordingly I am firmly of the view that my department is under no legal or moral obligation to rectify any problems that now exist.

Turning now to the issue concerning the disposal of the former Child Welfare property to Mr Strawbridge. You raise the point that this property was put up for selection which presumably to your mind, means preferential allotment. I can confirm however that the property was not selected preferentially by Mr Strawbridge but in fact was publicly offered. This offering attracted only two applicants, Seaboard Farms Limited, and Mr Strawbridge, both of whom were regarded as having need of extra land and after considering both applications disposal was made to Mr Strawbridge on the basis of his greater need.

You also brought up the question of the condition of disposal, that the Crown or local authority be not required to improve present access. I can assure you that in all similar cases this would be a normal condition of disposal and that the imposing of such a condition had no underlying

implications. The terms "legal access" and "road frontage" can mean two different things. The first term usually means access by legal or public road, but could include a right-of-way over other land. Road frontage is and has with a few exceptions, always been required to be provided by the Crown or the owner of private land when land is subdivided for sale. In cases where sale is as a block to an adjoining owner of land already having access to his property this is not necessary. It is usual however for the local body in agreeing to such a subdivision to require that the land be amalgamated with the land already held by the proposed purchaser which has legal access.

The research carried out by the Director-General shows that there was no reduction of the land value at the time of disposal, nor were there any concessions granted by way of reduced repayments.

The property was in fact sold at the then current market value of the land with payments being in terms of Land Settlement Board policy.

As indicated my department is not in a position to help on the question of access and I can only again suggest that you approach the local body.

Yours sincerely

Minister of Lands

MARYLYN WARING MP

Copy for your information.

PRIME MINISTER

Copy for your information. The Access Group had also approached you concerning the delay in my forwarding a final reply.

MINUTE SHEET

Department:

Subject:

File No.

Phonecall - Mr Butler Hamilton: 20/6/79. Mow. Date:

To—

P. F. Butler Hamilton: or Mr A. K. Attwood.

Allan Smith.

Nov. 52 - Mr Chibnall applied for assistance (to Mow) ~~to~~
to rebuild causeway

prior to 1952 - low level causeway: only use at low tide.
- navigation possible.

53-61 $\frac{1}{2}$ tide causeway:

• less flushing; area sitting up.

54/1/51

14 June 1979

The Chief Ombudsman
Office of the Ombudsman
P.O. Box 10152
WELLINGTON

Dear Mr Laking

You wrote to me on 30 May concerning Mr D.T. Harrison's complaint, that the Rangitahi Access Group bridge and causeway should be modified to enable passage of his pleasure craft through the Opoturu Inlet, Raglan at high tide.

At present officers of my Ministry are preparing a detailed history of the bridge and causeway's origins in accordance with your wishes however this is taking a little longer than was anticipated,

I can assure you that the preparation of this history is being given top priority and will be completed as soon as possible.

Yours sincerely

A. J. EDWARDS

Secretary for Transport



MINUTE SHEET

Subject:

Department:

File No.:

Date: 3/5/19

AANGITAHU ACCESS GROUP BRIDGE.

To - O.S.
Mr. J. Connell

Your past involvement with this file has concerned a discussion of the navigational and tidal aspects of the case.

- We would now like to approve the plans i.e. give approval for the existing bridge in its present condition - (in doing so we will be acting against the advice proffered by MOW concerning safety aspects).

- does the Harbours Act S 178 enable us to give approval with no liability to ourselves in the event of the structure collapsing (and lets face it they've been using the structure for a while now)

- your comments please.

A. C. H. H&F.

MINUTE SHEET

Subject:

Department:

File No.:

Date: 28/5/79

To -

Unless we take the initiative now and provide a solution this whole file will drag on for another ten years - to continue writing letter after letter is a sheer waste of time.

① write to the access group stating (a) we approve plans (b) approval is given, but no liability rests with the MOT - the group would erect a suitable notice(s) stating so on either ends of the bridge. (c) ask them to raise one small span of the bridge to quiten Mr. Harrison.

② issue licence; \$50 fee; no liability.
alternative

③ apply full sanction of Harbours Act

SAO HFP.

I don't think I've got to you the
1st time - commit/desires now.

Jenny

Rangitahi Access Group.

OS
15/2

(1) Following advice x Raglan C/C that there is now no land development & consequently, no likelihood of a new bridge etc I wrote to the Ombudsman whose reply is below.

(2) On page 2 of my letter to Ombudsman I set out the "ultimatum" situation which is akin to your ministerial to Mr Harrison of 24/7/78.

(3) We have drafted a licence but the monetary aspects were "resisted" by the owner at that time. I think we could reduce the rent to \$50 (dollar a week) and instead of requiring an annual report by a registered engineer have a notice board to read along these lines "Private Pedestrian access only - Users do so at own risk"

(4) If we can look at that favourably then it gives us a lever. He says - plans to fix up bridge to give reasonable water access & we will issue a licence - if not we must remove

(5) There appear to be about eight landowners involved so the costs individually should not be high and I assume their rates would be lower than others because there is no road access provided by the County which is therefore an "offset".

(6) Because of your past involvement I would

appreciate your views on the approach outlined. discuss when convenient.

DSC

16/1/79

John.

I like this compromise but my understanding is bridge cannot be raised in height mid section to permit navigation as it is too rickety & old. What would this cost do you think? Prohibitive I expect.

Worth a try though

Jenny 16/2/79.

Office of the Ombudsman

5th Floor, Southern Cross Building
High Street
Auckland



Our Ref: AEH A/508

Telephone: [REDACTED]

796-102
796-103

9 January 1979

The Secretary for Transport
Ministry of Transport
Private Bag
Wellington

Attention: Mr O.J. Conway

Dear Sir,



Re: Rangitahi Access Group and
Raglan County Council

I am very much indebted to you for your letter of 19 December which I received on the last day before the Christmas vacation and before I was able to respond.

The position, as far as I am concerned, is that I have been in correspondence with Mr Baker of the Rangitahi Access Group and my last letters to him and to the County Council are dated 2 March 1978. Since then I have had no further communication from either the Group or the County Council and I have consequently taken no further steps by way of investigation or action in the matter.

Yours sincerely,

A. Eaton Hurley
Ombudsman

OC:IMed

54/1/51

19 December 1978

The Ombudsman
Office of the Ombudsman
5th Floor
Southern Cross Building
High Street
AUCKLAND

Dear Mr Eaton Hurley

RANGITAHU ACCESS GROUP - BRIDGE -
OPOTORU CHANNEL

We are aware, through the Raglan County Council, of your comments earlier this year concerning the above matter.

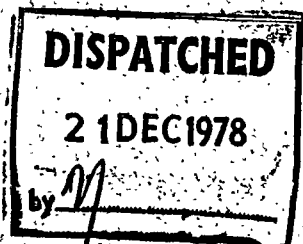
This Ministry is concerned to see that the owners of the bridge comply with the requirements of the Harbours Act 1950 both in respect of a licence to occupy Crown land (Section 162) and approval of plans of any structure (Section 178).

Our problem is twofold. Although the bridge has been in existence for some time one other property owner is now stating it interferes with navigation. The bridge is not well built or maintained and in its present condition would not be structurally acceptable for a licence.

As I understand the position you consider that the residents should largely contribute towards the cost of an acceptable access way in conjunction with the County.

The purpose of my writing to you is to indicate that the County has now advised that a possible land development, which would have required a County access across the Opotoru Channel, will not eventuate.

This Ministry therefore must decide on its course of action. There is no doubt that the structure is illegal, without benefit of a licence to occupy Crown foreshore and seabed. No such licence would be granted until plans are approved for a suitable structure.



Note: If the residents allow for navigation & a reasonable structure I would consider for approval if a notice were erected stating "Private Access - all persons using do so at own risk" - (or also have signpost for a Public Liability claim etc etc) or gates with personal keep etc etc.

20/12.

B/V 15/2/79

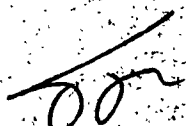
*Action (a) On what Ombudsman may say
(b) Whaler - take up with group*

It is proposed therefore to give the residents one further opportunity to comply with the requirements of the Harbours Act and, in doing so, allow for reasonable navigational access for smaller boats. Should the residents not co-operate then the Ministry must therefore look to a remedy, several alternatives being provided in the 1977 Harbours Amendment Act.

It will be necessary to point out to the residents that any remedy undertaken by the Crown will have the costs recovered from the owners. It would seem that this would be for the removal of the works as the structure is unlikely to be suitable to meet structural and navigational requirements. Thus the residents will need to use water access to their properties which, I understand, was the condition applied when the land was subdivided.

In advising you on this matter the Ministry appreciates that you may not be able to comment. However it is possible that you have proceeded further in this problem and it is considered we should not make any move without first having contacted you.

Yours sincerely



O. J. Conway
for Secretary for Transport

H.F. 54/1/51

RAGLAN COUNTY COUNCIL

COUNTY CLERK
N. R. TYLER, B.COM., A.C.A., A.C.I.S.

COUNTY ENGINEER
R. B. MURRAY, B.E., M.I.C.E., M.N.Z.I.E.



COUNTY OFFICE - PHONE 8633
COUNTY CLERK (RES.) 8051
ENGINEER (RES.) 8716

REF. M 1/2

P.O. BOX 1
NGARUAWAHIA

30 November 1978

The Secretary for Transport,
Ministry of Transport,
Private Bag,
WELLINGTON 1.

Dear Sir,

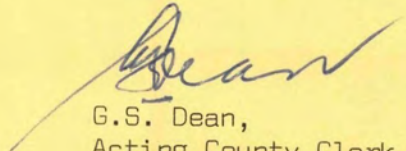


Rangitahi Access Group - Opororo Channel

In reply to your 54/1/51 of 16 November 1978, I have to advise that the developments referred to in my letter of 24 August 1978 have not eventuated.

The situation, therefore, remains as previously.

Yours faithfully,


G.S. Dean,
Acting County Clerk.

GSD:MP

OJC:CO

54/1/51

16 November 1978

~~The County Clerk
Raglan County Council
P.O. Box 1
NGARUAWAHIA~~

Dear Sir

RANGITAKI ACCESS GROUP - BRIDGE - OPUTONU CHANNEL

I refer to your letter of 24 August, reference M1/2, in which you referred to likely developments related to resiting the Golf Course and consequential rethink of access proposals.

You indicated that arising out of consideration of the proposal you may be able to advise on future access.

Therefore I would be grateful to hear from you because this office must determine, at some stage soon, the issues between the users of the water and the owners of the bridge for which there are no approved plans or licence to occupy Crown fore-shore and seabed.

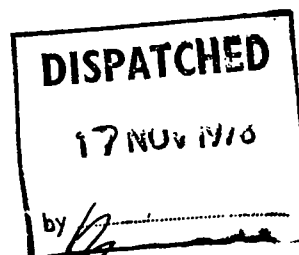
Yours faithfully

O.J. Conway
for Secretary for Transport

RMO
AUCKLAND

For your information. Your file is 54/19.27.


O.J. Conway
for Secretary for Transport



B10

18/12/78

RAGLAN COUNTY COUNCIL

TELEPHONE 8633

Our Reference M 1/2

If calling, please ask for
Mr. Brownlee



ADDRESS ALL
CORRESPONDENCE TO
THE COUNTY CLERK

P.O. BOX 1
NGARUAWAHIA

24 August 1978

The Secretary for Transport,
Ministry of Transport,
Private Bag,
WELLINGTON 1.

Dear Sir,

RANGITAHU ACCESS GROUP - BRIDGE - OPOTORU CHANNEL

In reply to your 54/1/51 of 24 July 1978 and our subsequent discussions in your office on 15 August 1978, I wish to advise that Council has in the past only made a token contribution towards the causeway and this was made on the understanding that no further contributions would be made by the Council. A copy of the letter forwarded to the ratepayer acting on behalf of the group at that stage, is enclosed herewith.

I also enclose a copy of the conditions on which the property owned by Mr. Strawbridge was advertised for tender.

The initial subdivision of the land was undertaken prior to 1961 when the Lands & Survey Department would have been responsible for approval of subdivisions. The County only became responsible for approval of subdivisions when the Land Subdivision in Counties Act 1961 came into effect.

Access to the Rangitahi group has been a problem for many years and last year the ratepayers referred the matter to the Ombudsman for investigation. I enclose a copy of the Ombudsman's decision following his investigation. At present there are investigations being carried out regarding the possible re-location of the Raglan Golf Course on property owned by Mr. Strawbridge and it is possible that a fresh proposal concerning the development of the whole area together with the causeway will be forthcoming within the next few months. In the meantime the Council's position remains the same as advised to you on 24 August 1977.

Yours faithfully,

R.G. Brownlee,
County Clerk.

RGB:MP

1/ Hold for consideration with B/O below

COPIES TO:

Chairman

Crs. Snowden

Jowsey

Engineer

Mr. C.F. Baker, "Seaford Lodge" Oporu Rd. Extn., Raglan.

L 1/3

27 April 1971

Mr. H. Heyes,
Oporu Road,
RAGLAN.

Dear Sir,

YEOMAN'S ACCESS - GRANGE CREEK FORD

I have to advise that the Council at its meeting held on 26 April 1971 considered a report by the County Engineer on the discussions which took place on the site between Councillors I.H. Snowden and T.H. Jowsey, the Executive Officers, and the ratepayers concerned.

While the Council appreciates the desire of the ratepayers to obtain a more suitable access, funds for such a work are extremely limited and I have been directed to advise that the Council is prepared to expend up to £250 towards the cost of raising the first section of the Ford on the Raglan side with the proviso that this contribution is to be the final one and that it be clearly understood that Council is not committing itself in any way to providing vehicular access to the sections on the opposite shore.

It would be appreciated if you would acquaint the other ratepayers concerned with Council's decision in the matter.

Yours faithfully,

H.B. Tyler,
County Clerk.

NR:MP

REPORT ON PROPOSAL TO RE-LEGALISE ROAD THROUGH CROWN LAND ADJOINING YEOMAN'S ACCESS WHICH HAS NOW BEEN DISPOSED OF TO A.H. STRAWBRIDGE & SONS:

In order to secure full information for the Council, the Chief Surveyor was contacted and he attended at the office and discussed the matter with the County Engineer and County Clerk.

The Chief Surveyor stated that if the Council wishes to re-legalise the road, his office would ask Council to carry out an engineering survey to establish a useable roadline as the old roadline, which is on an impossible route was never correctly surveyed. If the Council provides the engineering survey and establishes a useable roadline, the Department of Lands & Survey would then bear the cost of surveying the actual roadline for legalisation purposes.

It was considered that such action was unwarranted on the following grounds:

- 1) The cost of the engineering survey to the Council.
- 2) The remainder of the route from the boundary of the property formerly owned by Yeoman to link with the Raglan-Te Hutewai Road is not practicable so any prospect of access in that direction would still be of no advantage.
- 3) This route is never likely to be a practical outlet for these sections as their proper outlet is across the estuary.
- 4) The subdivision of these small sections was originally allowed by the Department on condition that access was by water.
- 5) Access through the property is not required by the successful ballottee A.H. Strawbridge & Sons, as the property has been added to their adjoining farm which has frontage on to the Raglan-Te Hutewai Road.
- 6) It is true that the old road access to the south would be severed but this is not a practical route in any case.
- 7) A Marine Reserve 1 chain wide will be reserved around the water frontage of the farm being disposed of with the short section fronting the beach subdivision left as road.

1689

Copies To: Chairman

Cr. Douglas

Cr. Snowden

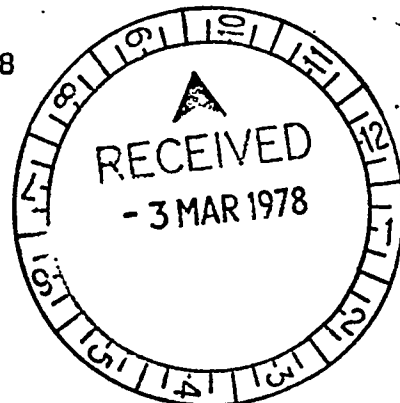
Our Ref: AEH A/508

Office of the Ombudsman

5th Floor, Southern Cross Building
High Street
Auckland

Telephone: 364 572

2 March 1978

The County Clerk
Raglan County Council
P.O. Box 1
Ngaruawahia

Dear Mr Brownlee,

Re: Rangitahi Access Group and Baker

I duly received your letter of 18 October 1977 and I have since been in correspondence with Mr Baker, which has taken rather longer than I had expected and I also took the opportunity of visiting the property last year.

I have written to Mr Baker and I have suggested to him that I think his Group should get in touch with the County Council again and that they should be prepared to make a substantial contribution to providing an adequate causeway and bridge access. I have also suggested that there may be some help to be gained under Section 124 of the Public Works Act and I have also pointed out that the closing of the former legal road released 16 acres 2 roods and 8 perches of land into the total block of 273 acres, which was sold in 1970 by application at a total price of \$41,250. The area of the land in the closed road would therefore appear to be of the value of approximately \$2,600. I understand that when the Crown acquired the land for the Child Welfare Department they also acquired the causeway as then constructed and in any event that causeway is constructed on land of the Crown, being the bed of the tidal waters in the Raglan Harbour.

It seems to me that at this stage I should therefore suspend any further action as the matter calls for collaboration and a willingness on the part of the residents and I think to some extent on the part of the County also, to improve the access to this property. I thank you for the loan of the file which I am now returning.

Yours sincerely,

A. Eaton Hurley
Ombudsman

ENCL.

① SAO HFP ① 15/8/78

② B/O 15/12/78

Made for file

(write to County)

- 1) Mr Brownlie Baylan etc - 15/8/78 together with Chairman ~~Committee~~ ^{Eng} discussed the bridge & access etc. with myself & J. Robertson.
- 2) The County is to write & make quite clear it will in no way give financial assistance to the 7 or so ratepayers. The reason is that when the land was subdivided it was made clear that access was by sea.
- 3) However the County sees the possibility of land being acquired at the other end of the bridge for possible golf course [CONFIDENTIAL AT THIS STAGE] and subdivision. If so, then reading thru the settlement would be continued by a bridge or bridge/causeway. Situation clearer in say 3 months.
- 4) If so problems could be resolved (if reasonable clearance given!!). However the Chairman mentioned a full causeway & "reef" behind of some 70 acres, and we explained the implications of such thinking - particularly as the "reef" was envisaged as a fresh water lake etc!!!
- 5) In view of above my view is that we do not take any further action re bridge & navigation. If the land proposal does not go ahead we will need to decide on (a) getting the bridge properly built (but drop the inspection certificate) and (b) obtain a better clearance - say another couple of feet or so (1 metre) to provide reasonable water access, or (c) having it demolished. I agree (I am hopeful!!) County

Ms Robertson

54/1/51



Marine Division,
Ministry of Transport.

"SEAFORD LODGE"
Opotoru Road Ext,
RAGLAN.

31 July 1978

Dear Ms Robertson,

RANGITAHU ACCESS GROUP
Your Ref: 54/1/51.

Thank you for your letter 24/7/78. As this matter is now ministerial we would request you contact your own Minister who will no doubt be able to satisfy you with the position to date. If not, he will be able to obtain information from Mr Venn Young the Minister of Land.

The matter is far from finalised and other Raglan problems have become involved.

I regret that we cannot give you any help, but we too, have to a degree, become outsiders in what appears to be complicated manouvers.

Yours faithfully,

C.F. BAKER
SECRETARY.

SED(H&F)

What kind of an answer is this?

Q SAD H&F (P)

2.8.78.

Writer: D T HARRISON, 135 HEAPHY TEE, HAMILTON. &
(HON. W. L. YOUNG, MIN. OF WORK & DEVELOPMENT.)
23.6.78

MINISTERIAL

No. 1700

MINS 3490 & 3455

Subject: REQUEST THAT SECTION Date of letter: 15.5.78

OF RAGLAN BRIDGE BE

REC'D 28.6.78

RAISED TO PERMIT ACCESS

Date Acknowledged: 19.5.78

TO UPPER REACHES OF
DROTARY INLET.

TO MIN. 26.7.78

Referred to 1. CCNA 28/6

2. SECRET

Reference: 54/1/51

3. EO (HOF)

Comments: For draft reply

DISPATCHED

PP & FILE are out to H.F.

27.7.78

by MO.

The correspondence would give us support
in requiring the owners of the structure to comply with the
Honours Act. JSR

54/1/51

JR:MT

24.7.78

Mr D.T. Harrison
135 Heaphy Terrace
HAMILTON

Dear Mr Harrison

I refer to your letter of 15 May 1978 concerning the bridge preventing your boat access to the upper reaches of the Oporu Inlet at Raglan. Please accept my sincere apologies for the delay in replying to you.

I have now consulted my colleague the Minister of Works on the feasibility of your request to have one section of the bridge raised so as to permit your boat to pass underneath from time to time when tides are appropriate. My understanding of the implications of your request is that any increase in height could have an adverse effect on the stability of the present structure. This of course still leaves open the issues of who would be responsible for raising a section of the footbridge whenever this was required and the outstanding problem of which party would meet the conversion costs. It is now quite clear that the Raglan County Council does not see that it has the resources to finance any replacement bridge to enable boats to pass by underneath and more over the costs involved are considered to be beyond the resources of the Rangitahi Access Group.

While I do agree that the illegal status of the structure remains to be resolved, I am of the opinion that at this stage the solitary, intermittent use of the channel at only some tides, is not as great a consideration as the consequences of the Crown removing the footbridge and eliminating daily essential foot access for a dozen or so home owners.

My view is that a reasonable settlement in this situation is to press for the status of the bridge to be regularised and in doing so to incorporate some method of facilitating navigation underneath.

[Signature]
25/7/78
24/78

Although you do not wish to see heavy costs incurred in rebuilding the structure, this now appears to be the only alternative to demolition and I am afraid that in the face of this consequence I cannot agree that the needs of navigation should predominate. However I am hopeful that some compromise may be reached enabling both parties to use the channel in a mutually convenient way.

Yours sincerely

(Signed) COLIN McLACHLAN

Minister of Transport

MINISTER OF TRANSPORT

PP

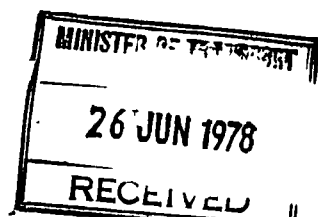
Secretary for Transport.
Attn Mr D. Milne.

Attached correspondence is self-explanatory and refers to a structure built across the upper reaches of the Opatuna inlet.

I would appreciate it if you could prepare a suitable draft reply to Mr Harrison.



W Bagrie
Private Secretary.



OFFICE OF MINISTER OF WORKS AND DEVELOPMENT
WELLINGTON

23 June 1978

Minister of Transport

You will recall that you asked me recently to let you have comments regarding a request you have received from Mr D T Harrison, 1135 Heaphy Terrace, Hamilton, to raise a section of the bridge at Raglan to permit access to the upper reaches of the Opoturu inlet.

The Commissioner of Works has advised me that during the 1950's some residential sections were subdivided at the northern end of the peninsula bordering the Opoturu River. There is no road access to this subdivision and the harbour provides legal frontage.

About this time also, a low level causeway and bridge were constructed to provide vehicle access at low tide and a flimsy footbridge was built to provide pedestrian access at all stages of the tide on the west side of the peninsula and joining to Opoturu Road. These structures were built without authority from the local authority or the Marine Department.

At the present time Mr Harrison is objecting to the footbridge as it prevents him taking his 16 foot runabout upstream to his harbourside cottage. He states that he is not concerned with the causeway which would restrict his movement during the lower stages of the tide but asks that at least one span of the footbridge be raised by three feet to enable him to pass underneath at the higher stages of the tide.

Unless this footbridge has been licenced by the Marine Division, and there is no indication that it has, it would appear that as an illegal structure it should be made to comply with navigation requirements. No structural check has been made on the footbridge but from a visual inspection it is most unlikely to comply with design requirements and increasing the height could have an adverse effect on its stability.

I believe that this matter is being dealt with by the Harbours Section of the Marine Division and the above comments could help that Section to clarify this matter.

Bill Young

Minister of Works and Development



19 May 1978

Mr D. T. Harrison,
1135 Heaphy Terrace,
HAMILTON.

Dear Mr Harrison,

In the absence overseas of the Hon. C.C.A. McLachlan I acknowledge receipt of your letter dated 15 May concerning your request to have a section of the bridge at Raglan raised to permit access to the upper reaches of the Opotoru inlet.

Your letter will be placed before the Minister on his return and you may expect to hear from him personally in due course.

Yours sincerely,

J. W. Bagrie
Private Secretary.

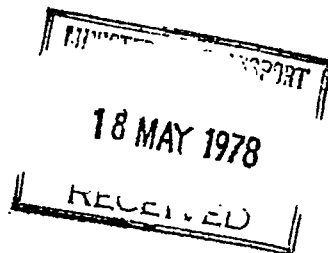
Private Secretary to
MINISTER OF WORKS AND DEVELOPMENT

Mr McLachlan would like your Minister's comments please, to enable him to reply to Mr Harrison.

Private Secretary.

135 Heaphy Terrace,
HAMILTON.

19 May 1978.



Ministry of Transport,
Parliament Buildings,
WELLINGTON.

Dear Mr. McLaughlan,

Thank you for your letter of the 24 January 1978 in reference to my request to have a section of the bridge raised to gain access to the upper reaches of the Opororu inlet at Raglan.

Could I please restate my request here, simply to have only one section in the deep water section of this bridge raised so as to allow the passage of craft through.

I do not wish to see the whole structure raised or re-built, I do understand that this would be a costly business and not justified, however everyone seems insistent on the rebuilding of the structure. It is not my intention that a major cost be incurred.

On receipt of your letter I rang Miss Waring to acquaint her of these facts but from my conversation with her there does not appear to be much interest in my plight, in fact apart from your letter and my phone call to Miss Waring, I have not heard from anyone during the last five months.

After four years of no progress on the part of all departments. I have approached, I feel I need to write again and solicit your support because if you cannot assist then I will just have to give up and I am sure that this should not be necessary.

I am sorry to have to trouble you again, however I look forward to hearing from someone.

Yours faithfully,


D.T. Harrison,

Original must have gone to main works, Dev.

MT

54/1/51

24 July 1978

The County Clerk
Raglan County Council
P.O. Box 1
NGARUAWAHIA

15.11.78
BRING-UP
22/8/78
Initials: J.R. H.C.F.

with file
pse

Dear Sir

RANGITAHU ACCESS GROUP : BRIDGE : OPOTORU CHANNEL

This Ministry is now becoming somewhat concerned over the protected delay in resolving the status of the above structure.

We last heard from you on 24 August 1977 when you indicated that the Council would take no further action to assist the Access Group as it could not accept responsibility for maintenance and upgrading of the footbridge.

While we do not wish to see the only effective access to the homes in the Oporu Road extension removed, it is our view that the Council should play a greater role in settling this problem. The Council has in the past assisted with the provision of shingle for the causeway and in doing so has in effect acknowledged its responsibility both as the local authority which originally approved the subdivision of the sections (without effective and subsequently legal access) and as the Grant of Control Authority for the area under the Harbours Act 1950.

Although we appreciate that finance represents some of problem we see the Council as the agency receiving rating revenue and with responsibilities for management under its Grant of Control and accordingly as the body in the best position to achieve some reasonable solution involving all interests.

We look forward to hearing further from you in due course.

Yours faithfully

J.R.

J.M. Robertson
for Secretary for Transport

DISPATCHED

26 JUL 1978

D.M.C.

Records

pse dispatch &

Return to H.C.F. (P) Rm 1009.

MT

54/1/51

24 July 1978

Mr C.F. Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opotoru Road Extension
RAGLAN

15-11-78 ✓
BRING-UP ✓
22/8/78
Initials: *SR (Hof)*

with file
-pse

Dear Sir

We refer to your letter of 2 November 1977 and wonder whether any progress has been made towards resolving the status of the bridge. As you will appreciate we feel it is important to settle the question of licensing the structure and/or providing for public navigation in the channel.

Yours faithfully

R

J.M. Robertson (Mrs)
for Secretary for Transport

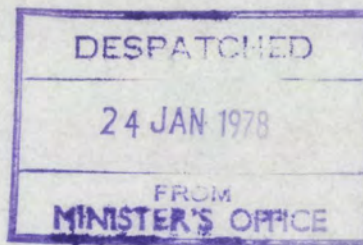
Records

pse despatch + return to H.F.P.
Rm. 1009.

DISPATCHED

26 JUL 1978

by *D.M.C.*



24. 1. 78

Mr D.T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Mr Harrison

I have now had the opportunity to examine the correspondence you enclosed with your letters of 1 and 7 December 1977 setting out the problems you are experiencing in gaining access by boat to the upper reaches of the Oporuru inlet. I understand it is the causeway and footbridge used by the Rangitahi Access Group to which your comments relate.

My Ministry is most anxious to see the question of access to the properties at Rangitahi resolved. In doing this you may rest assured that proper consideration will be given to any necessary navigational requirements. The primary concern at the moment however is to ensure that this bridge access is regularised. It would seem that a footbridge at this site has been in existence for many years and I understand that there had been no complaints to my Ministry regarding its obstruction to navigation prior to yours.

I am aware that the residents at Rangitahi have taken up their access difficulties with their local Member of Parliament, Miss Marilyn Waring and I understand she is also approaching the Raglan County Council in search of some solution. As you must be aware the bridge and causeway constitute the sole means of access for these residents.

I am asking the Secretary for Transport to again take this matter up with the Raglan County Council which now also has the responsibilities of the former Harbour Board. While there is an obligation for structures such as the access bridge to comply with the requirements

of the Harbours Act, I feel it is important to acknowledge that the structure has been there for a long time and that residents are utterly dependent on it for access. In these circumstances compromises may need to be made by all parties involved and it is for this reason that I am asking the Secretary for Transport to pursue the matter with the local body concerned.

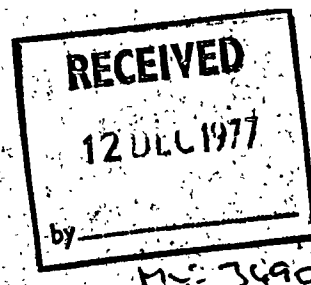
Yours sincerely

(Signed) COLIN McLACHLAN

Minister of Transport

1135 Heaphy Terrace,
HAMILTON.

7 December 1977.



Minister of Marine,
Parliament Buildings,
WELLINGTON.

Reference 54/19/27 RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.
Reference letter dated 1/12/77.

Dear Sir,

... In reference to the above I enclose two more letters which were inadvertently left off my original file. I am sorry that these were omitted.

D. T. Harrison

D. T. Harrison.

SECRETARY FOR TRANSPORT

Encl. 2

~~For draft reply.~~
~~For reply by direction.~~
~~For comments.~~
Referred for association
with previous papers

CMG

13-12-77



MARINE DIVISION

MINISTRY OF TRANSPORT



54/19/27

Telephone: 31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

27 July 1976

Mr D.T. Harrison,
1135 Heaphy Terrace,
HAMILTON.

Dear Sir,

BRIDGE AND CAUSEWAY : RAGLAN HARBOUR

In reply to your letter of 19 July 1976, I will advise that plans were received by this Ministry but were returned to the applicants as being unsatisfactory and lacking in detail to allow full consideration to be given. While there is no time laid down for the receiving of plans for structures built without authority, this Ministry endeavours to obtain these plans at the earliest possible date but in this case some latitude is necessary as it does not appear that the present residents were responsible for the construction of the bridge and causeway, as on purchasing their land, the structures were apparently in existence, the land previous to sub-division having a rather complicated history being at one time in Crown Ownership.

With regard to the ownership of the structures, it is likely that subject to satisfactory consideration the bridge and causeway will be licensed in the names of the Rangitahi Access Group.

Yours faithfully,

(D.J. Greig)
for Regional Secretary
for Transport



MINISTRY of TRANSPORT

PRIVATE BAG, WELLINGTON 1
TELEPHONE: 721-253
TELEGRAMS: TRANSPORT

AURORA HOUSE,
THE TERRACE,
WELLINGTON 1

54/1/51

15 August 1977

Mr D. T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE AND CAUSEWAY,
OPOTROU RIVER

Thank you for your letter of 29 July 1977.


We can understand your frustration with the delay in this matter. Unfortunately our problem is that we are compelled to recognise the competing interests of the people who use the bridge and causeway and those who might use the estuary.

We agree that providing that a span of the walkway could be raised to allow the passage of craft might be the ideal solution. Unfortunately that carries with it the difficulty of who would meet the cost of converting the walkway which would no doubt be substantial and the further problem of who would be responsible for raising it when required by boat users.

We understand from the access group that the Raglan County Council is now acting on their behalf and we hope that this involvement will allow for swifter solution than might otherwise have been the case.

You say that you cannot comment as to what use the other section owners would make of the estuary. This is quite an important part of the whole issue as the more knowledge we have of public demand to use the estuary the more weight we can give to the demands of users as opposed to the problems of the bridge owners.

Yours faithfully


for P. J. McKinlay
for Secretary for Transport

1135 Heaphy Terrace,
HAMILTON.

1 December 1977.



Minister of Marine,
Parliament Buildings,
WELLINGTON.

Reference 54/19/27 RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.

Dear Sir,

For almost three years now I have been endeavouring to have a section of bridge raised to allow me to use the estuary at Raglan to gain access to my property.

I am forwarding all correspondence between myself and your department. As I point out in one of my letters, I only require one section of the unauthorised bridge to be raised so as to allow the passage of a craft under it at high tide. If you could use your influence to have this remedied, I would really appreciate your actions. I am sorry to have to write to you as I feel your time is too valuable to be wasted on matters that should have been resolved locally.

Yours faithfully,

D. T. Harrison.

SECRETARY FOR TRANSPORT

Enclosures:

For draft reply.
~~For reply by direction.~~
~~For comments.~~
~~Referred.~~

CMZ
Per B

7.12.77

1135 Heaphy Terrace,
Hamilton.

4 August 1975.

Regional Secretary for Transport,
Ministry of Transport,
Auckland.

Attention Mr. Greig:

Access to Waterway serving No.14 Karioi St.,
Raglan.

Following my telephone call to you this day, I am forwarding to you a plan of the locality.

For your information the bridge under which I desire to navigate is on the north side of a causeway which has been constructed across the estuary.

I understand from talking to local people at Raglan, that both structures are the work and responsibility of the residents across the far side. I also understand from my last conversation with a Mr. Strawbridge on the peninsula that they intend to raise this causeway still further. You will understand that I would object to this as this action would ruin the estuary from my point of view and would have serious effects in the environment in this area.

I have marked in blue where my house is located.

If I can be of further help please do not hesitate to contact me.

Yours faithfully,

D. Harrison.

AERODROME

stream

MARINE PARADE

1.9m (Ric)

6ft clearance
Bridge

OPOTURU

INLET
BRIDGE -
gives about 2' cl
on average

Causeway

Culvert

Section owned
by D. T. HARRISON
14 KARIOI CRESENT

No access to this
basin due to low clearance
of bridge

8ft clearance
on
Kopua
Domain footbridge
2.5m (Ric)
OPOTU

NIHINIHI

Ave.

TAHUNA

Ave.

TAIPARI

Ave.

UENUKU

ROAD

OPOTURU

WANUI RD

SMITH ST

KARIOI CRE

1135 Heaphy Terrace,
HAMILTON.

28 June 1976.

Regional Secretary for Transport,
Ministry of Transport,
AUCKLAND.

Attention Mr. Greig:

ACCESS TO WATERWAY SERVING No. 14 KARIOI ST., RAGLAN.

Further to my letter of 4 August 1975 could you please inform me of the position in respect of raising the walkway. You will appreciate that I should like to use this part of the Harbour this coming summer and as there are not many months to this season I am getting anxious.

Yours faithfully,


D. Harrison.

135 Heaphy Terrace,
Hamilton.

30 June 1977.

Regional Secretary for Transport,
Ministry of Transport,
AUCKLAND.

Ref 54/19/27 - RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.

As it appears that no visible action is being taken to raise this bridge, would you please arrange forthwith to have a section of the said bridge removed to give access to the inner basin.

Yours faithfully,
D.T.Harrison.



MINISTRY of TRANSPORT

MARINE DIVISION

PRIVATE BAG
AUCKLAND
TELEPHONE: ~~3366~~

73400

CUSTOM HOUSE
QUAY STREET
AUCKLAND

54/19/27

5 July 1977

Mr D.T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE & CAUSEWAY,
OPOTORU RIVER


Your letter of 30.6.77 is acknowledged and your
request will be relayed to the Secretary for
Transport.

Yours faithfully

D. Greig
for Regional Secretary for Transport

MARINE DIVISION

MINISTRY OF TRANSPORT


54/19/27

Telephone: .
31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

9 July 1976

Mr D. Harrison,
1135 Heaphy Terrace,
HAMILTON.

Dear Sir,

RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY

Thank you for your letter of 28 June 1976 and would advise to date, this office is not aware of any proposal to raise the causeway or existing bridge. Correspondence with the property owners and the Raglan County Council has been undertaken but to date no firm plans for consideration have been received. When suitable plans are received, these will be referred to our technical advisers and to the Raglan Harbour Board, the latter having the responsibility of the preservation of safe navigation within the harbour and who will no doubt give reference to the access needs of residents in the area who use this water-way.

Yours faithfully,



(D.J. Greig)
for Regional Secretary



MINISTRY of TRANSPORT

PRIVATE BAG, WELLINGTON 1
TELEPHONE: 721-253
TELEGRAMS: TRANSPORT

AURORA HOUSE,
THE TERRACE,
WELLINGTON 1

54/1/51

18 July 1977

Mr D.T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE AND CAUSEWAY, OPOTORU RIVER

Our Auckland Office has referred your letter of 30 June 1977 to us for attention.

This matter is currently the subject of investigation. It is, unfortunately, somewhat complex so that an early decision is unlikely.

In the meantime, it would be of great assistance to us if you could give us some idea of the extent to which the bridge is a hindrance to navigation. By this we mean not the theoretical issue of whether it would at any time of the tide block a vessel which wished to use the channel across which it is constructed but what actual usage of the channel is likely if access were not inhibited.

Yours faithfully

A handwritten signature in dark ink, appearing to be 'P.J. McKinlay'.

P.J. McKinlay.
for Secretary for Transport

1135 Heaphy Terrace,
HAMILTON.

19 July 1976.

Northern Regional Office,
Private Bag,
AUCKLAND 1.

Dear Sir,

RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.

Thank you for your letter dated 9 July 1976, however as you say no firm plans have been received, I am led to believe that perhaps the request is being ignored by the owners of the bridge in question.

Could you tell me what time limit you usually set for the completion of such requests. Could you also advise me who would be considered the owners of such a structure as this. If you could advise me on these two points, I would be grateful.

Yours faithfully,

D. T. Harrison.

1135 Heaphy Terrace,
WELLINGTON.

29 July 1977.

Secretary for Transport,
Private Bag,
WELLINGTON.

54/1/51, 18 July 1977 - RANGITAHU ACCESS GROUP: BRIDGE AND
CAUSEWAY OPOTORU RIVER.

Your reply to my letter is acknowledged, however I cannot agree
an early decision cannot be made. I am asking for a span of the
walkway be raised so as to allow the passage of craft, this is
what I asked for on the 4th August 1975.

Your final paragraph appears ambiguous as since I cannot use the
estuary now it can only be a theoretical answer I could give you.
As a guess I would use the area several times each weekend during
the summer months and of course not so frequently during the winter.

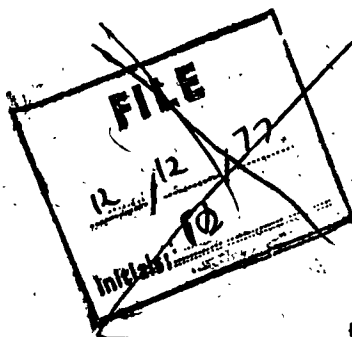
I cannot comment as to what use the other section owners would make
of the estuary.

I would appreciate if you could expedite this matter as the coming
season will be the third summer I have waited to use the estuary.

Yours faithfully,

D.T.Harrison.

JR:WMR



54/1/51

8 December 1977

Records for despatch

Return to H.F.

RM 1209

Mr C.F. Baker
Secretary
Rangitaki Access Group
Seaford Lodge
Opotoru Road Extension
RAGLAN

Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

Thank you for your letter of 2 November 1977 explaining that you have approached your local Member of Parliament, Miss M. Waring and the Ombudsman concerning your Access Group's use of the foot-bridge and causeway across the Opororu Channel.

We understand that Miss Waring has approached the Minister of Transport and that he has given her every assistance possible. Hopefully the issues being considered can be resolved shortly and we expect to hear from you further on progress you make in the New Year.

As far as any conflict on the question of the bridge's removal is concerned (our letters of 1.9.77 and 20.9.77), none is certainly intended. The Ministry appreciates that it may be difficult to contact the people who originally built or rebuilt the bridge, and our comments were directed to emphasising that its removal, should that eventuality be necessary, would be at the expense of those laying claim to the facility. You now seem to be saying that as the Access Group is not responsible for the bridges erection, you cannot be held responsible for its removal and accordingly you do not have any material interest in the structure's existence.

While we do not wish in any way to make an issue of the removal question, we should explain that in handling applications for licensing foreshore structures, we do not differentiate between those structures for which licences are transferred by a proper form of assignment when property transactions take place, and those structures illegally erected and used by a series of property owners over a period of time.

Nevertheless, we are sure you will agree that it would not be helpful to dwell at length on the issue of the bridges removal, as it is not one which materially assists you in solving your access problems now.

Yours faithfully

O.J. Conway

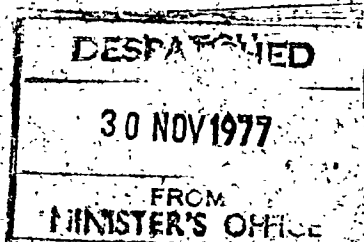
(f. EO HRF) B10

DISPATCHED

12 DEC 1977

by *D. ncb*

54/1/51



JR:MT
AEO(H&F)
~~24.11.77~~

30.11.77

Marilyn Waring MP
Parliament Buildings
WELLINGTON

Dear Miss Waring

THE RANGITAHU ACCESS GROUP

Thank you for your letter of 28 October 1977 seeking further comment on the situation regarding the paper road which, at one time, provided legal access to the Oporu Road Extension.

As you are aware an area of approximately 281 acres on the Karioi Riding side of the Oporu channel was purchased by the Department of Education in 1964 with a view to establishing a child welfare training centre in Raglan. Although this proposal was not ultimately proceeded with, my Ministry has been able to ascertain that the paper road was closed by notice in the New Zealand Gazette (26 September 1968, No 59, Page 1645) and the road area was added to the adjoining land. This was declared Crown Land in the Gazette of 15 May 1969 (Page 904) and subsequently sold. I understand that at the time the road was closed, section owners in the vicinity did not register objections. The issue of relegalising the road arose again when the Crown Land was disposed of in late 1969, but on the advice of the Raglan County Council this course of action was not considered necessary. No doubt, however, this aspect could be explored further should the Access Group so desire. I am afraid I am not able to comment on the nature of the completeness or otherwise of the paper road.

I understand that the subdivision of sections to which legal access apparently no longer exists took place first in 1954 and again in 1958. I am advised that the

Q
24/11/77

File 156

Q H&F
2/12

G. H. Lee
25/11/77

local authority approved the subdivision with legal access by sea pursuant to Section 126 of the Public Works Act 1928. As I am sure you will appreciate, the original basis of the development of the subdivision is not a matter within the scope of my portfolio and is not one on which I can usefully comment. However it does seem to be an issue worth investigating further and it may be that the Honorable Minister of Lands or his department can give you some assistance in this regard.

Yours sincerely

(Signed) COLIN McLACHLAN
Minister of Transport

MS. 3048



Parliament House,
Wellington



28 October 1977



Hon. C.C.A. McLachlan,
Minister of Marine,
PARLIAMENT HOUSE.

Dear Mr. McLachlan,

re: The Rangitahi Access Group

Thank you for your letter of October 18
setting out your Department's position on the
Rangitahi Access.

I am interested in your observation regarding
the paper road. I have sighted the maps of this
paper road, and should like the comments of your
officials on the matter because it is not and never
was a complete paper road. A clear break appears on
the map in the road. In that case it seems to me that
original subdivision was allowed with no apparent legal
access. I would be interested in your further remarks.

Yours sincerely,

Marilyn Waring

Marilyn Waring M.P.

Dr. Aub

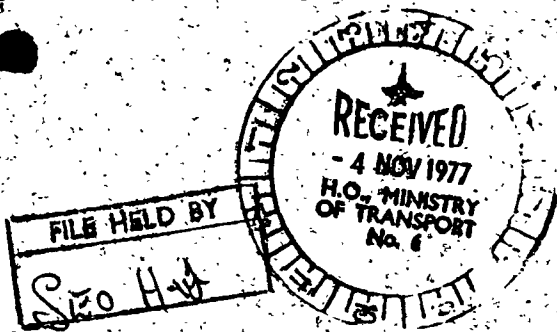
SECRETARY FOR TRANSPORT

~~For draft reply.~~
~~For reply by direction.~~
~~For comments.~~
~~Refused.~~

CMH
31-10-77

Hx F

54/1/51



Seaford Lodge
Opotoru Road
RAGLAN

2 November 1977

Ministry of Transport
Private Bag
WELLINGTON

Dear Sir

BRIDGE, WALKWAY AND CAUSEWAY. REF 54/1/51

Thank you for your letters 20/9/77 and 28/10/77. No reply was sent to your letter 20/9/77 as our case had already been submitted to the ombudsman and Miss M. Waring and it is understood Miss Waring had or was to approach the Minister on our behalf for "a stay of sentence" until our legal position is determined.

May we assure you that at no stage have we ever considered that the causeway we use was legal access (unless an existing use right applies) nor that we have any fault with your department. We certainly appreciate your concern in interpreting the law according to the Act under which you operate.

As to being a financial impossibility - your letter of 27/4/77 leaves the position so wide we simply couldn't agree. A licence fee of \$150 p.a. - an engineers fee each year - indeterminable, but calculated in excess of \$100 per time, and, allowing for alterations - additions - improvements - upgrading does not in itself set a ceiling at any stage. Allow also that if work was required to be carried out on your departments request it could be that second and third engineer's reports could be requested. Even allowing we did all that was required in any one year, the requirements of any one year could be reversed the following year. The position would be neverending and as limited incomes are involved - one a solo parent - it was impossible to meet your demands.

Additional rate increases of just under 150% have already been felt.

To enter into argument re the previous access is not possible. With the minimal information you hold there is no doubt you are unable to understand the complexity of the situation which is the reason we have had to present our case to enable the matter to be finally settled.

BLUP 15 Feb 78

15.11.78

to enquire as to progress.

1...

Ministry of Transport

(2)

2 November 1977

It may be of interest that the Raglan County Council has not advised us that they are not prepared to take any action with your department over the causeway.

I note two conflicting statements. In your letter 1/9/77, you state the bridge could be removed at the expense of the people constructing it.

In your letter 20/9/77 you refer to the bridge being removed at "your" expense.

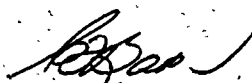
I would be pleased if you could advise which statement is correct.

I would presume your letter of 1/9/77 is correct but this produces problems with deaths and sales by persons overseas now.

Thank you once again for bearing with us, and will forward 4 copies of your letters 20/9/77 and 28/10/77 and our reply to the ombudsman and Miss Waring.

They already hold copies of your letter 1/9/77 (Tag00).

Yours faithfully
RANGITAHU ACCESS GROUP



C. S. F. Baker
Secretary

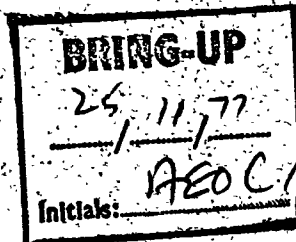
CFB:AJS

PJMCK:MS

54/1/51

28 October 1977

Mr C.F. Baker
Secretary
Rangitahu Access Group
Seaford Lodge
OPOTURU ROAD EXTENSION
RAGLAN



Dear Sir

BRIDGE, WALKWAY AND CAUSEWAY

We have not yet received a response to our letter of 20 September 1977.

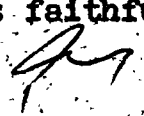
We recognise that you have other interests involved in this matter but must, again, stress our concern that it be dealt with quickly.

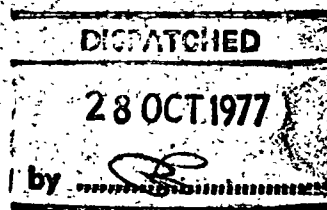
It has occurred to us that we should ask you to comment on one matter related to the financial argument you have put forward. You have referred to the loss of the legal access which your properties formerly had. We gather from other correspondence on our file, that the legal access did not constitute a practical physical access. Presumably, even if you still had that legal access, for it to be of any use your Group would have been required to spend a considerable sum in upgrading the access.

Your argument as put to us implies that, but for the loss of the legal access, you would have developed that access as your physical access. If that is so, then it seems to us you cannot claim our requirements are financially burdensome unless what we require you to do would cost more than the development of the alternative physical access would have cost.

We welcome your early comments on this and reply to our letter of 20 September 1977.

Yours faithfully

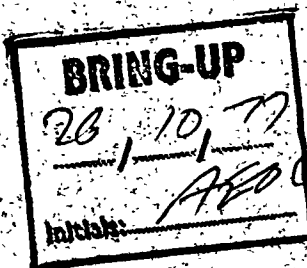

P.J. McKinlay
for Secretary for Transport



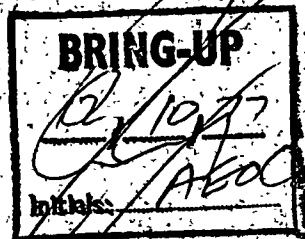
PJM:MB

54/1/51

20 September 1977



Mr C.F. Baker
Secretary
Rangitahu Access Group
Seaford Lodge
Opoturu Road Extension
RAGLAN



Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

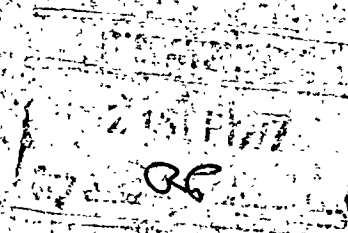
We thank you for your letter of 6 September 1977 and enclose for your information a copy of the letter sent to us by the Raglan County. We think you will agree it makes it plain that the Council will no longer be involved.

We cannot accept that the terms set out in our letter of 27 April 1977 make it financially impossible for you to accept. Apart from the single condition of raising or removing the bridge if it proved to be an obstruction to navigation, the terms are all quite normal terms. They simply require you to pay an annual licence fee and to maintain the works. These obligations are imposed on anybody who owns a foreshore structure.

The requirement that no further property owners be added to the licence is somewhat more restrictive than the normal provision in licences, that no assignment will be permitted without our consent, but is made because of the peculiar circumstances of this case, i.e., the lack of legal access.

We can only assume that your concern is at the possible cost of raising the bridge. In the absence of any evidence from you as to the cost and why it would be an undue burden, we find it hard to accept your explanation.

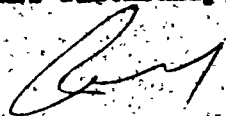
We must stress to you that the lack of progress on this matter is only bringing closer the seemingly inevitable decision that we must instruct you to remove the bridge or, recommend that it be removed by the Crown at your expense.



We are, as we have said, sympathetic to your problem and would regard such a decision as a failure on our part to obtain your cooperation in resolving the illegal status of the works. Nonetheless, we must stress that in the absence of some acceptable alternative such a decision may well be inevitable.

We hope that the involvement of the Ombudsman's Office will hasten a solution and will be happy to give either him or Ms Waring every assistance.

Yours faithfully



P.J. McKinlay
for Secretary for Transport

54/1/51
 PJM:LMcD
~~13 October 1977~~

DESPATCHED
18 OCT 1977
FROM MINISTER'S OFFICE

18.10.77

Ms Marilyn Waring MP
 Parliament Buildings
 WELLINGTON

Dear Ms Waring

THE RANGITAHU ACCESS GROUP

Thank you for your letter of 6 November 1977 requesting a position paper on my Ministry's request that the Rangitahu Access Group comply with the requirements of the Harbours Act 1950.

I have attached to this letter a photocopy of a letter written by the Raglan County Council to the Director of the Marine Division setting out the Council's version of the background to the Rangitahu Access Group's problem. If that explanation is correct then it appears that the subdivision may originally have had legal, but not physical, access from a road which was later closed by the Crown without objection from the residents.

The Harbours Act 1950 lays down strict requirements governing the conditions under which works may be constructed across tidal lands. A structure involving a bridge and a causeway would require authorisation by Order in Council as to the causeway (as a reclamation) and a licence under section 162 of the Harbours Act 1950 in respect of the bridge together with approval of plans under section 178 of the Act for both structures.

My Ministry's attention was drawn to this matter when a member of the Access Group wrote to it asking what approvals were required for improvements. This request made my Ministry aware that the structure existed and research showed that it was illegal.

Plans were submitted to my Ministry for consideration and were reported on by its technical advisers. The critical part of that report read "the structures obstruct navigation and it is not recommended that unqualified Marine Division approval be given."

"The estuary could be used by small craft and although there appears to be no demand for this at the moment this could change in the future. It is suggested that a temporary permit be issued on a year-to-year basis and that the permit require that the structures be modified if a need for navigation becomes apparent. The safety of the users should also be taken into consideration: the corrosion of the bridge fastenings and the light timbered deck make it suitable only for small loads; the permit should require that the bridge and footwalk be inspected annually by a qualified person engaged by the applicants, that repairs are carried out and that a suitable weight restriction notice be erected." Since that report was made one complaint has been received by my Ministry concerning the obstruction to navigation from someone who wants a span of the walkway to be raised to allow the passage of craft.

In April of this year my Ministry advised the Access Group that any licence issued would be on the basis that:

- (a) It would be for a period of 2 years initially and at an annual rental of \$150.00 a year (the norm for such structures).
- (b) That no additional property owners would be added to any licence and any changes to present ownership would need close examination to ensure the usage factors of the bridge are not unduly altered,
- (c) That if the bridge appeared likely to restrict navigational needs which might arise in the future it would either be removed or raised to an appropriate height.
- (d) The applicants provide a statement from a practising engineer as to the present load bearing capacity of the bridge; that notice boards advising of the load restrictions be placed at both ends of the bridge and be kept clean and readable and that an annual inspection and report as to the satisfactory condition of all structures for the individual purposes be given by a practising engineer engaged by the Rangitahi Access Group.
- (e) An understanding that in terms of the licence and in accordance with the Foreshore Licence Regulations 1960 the licensees would adequately maintain the bridge, walkway and causeway.

My Ministry has been advised that those terms make it financially impossible for the Access Group to accept a licence but no information in support of that claim has been submitted to my Ministry.

My Ministry is placed in an invidious position. It is quite clear that the causeway and bridge would not have been authorised if the Access Group had approached the Ministry before they were built. The reason for this is that they are an unacceptable obstruction to navigation. Indeed there is doubt as to whether, given the terms of section 178 of the Harbours Act 1950, there would have been power to approve such a structure. On the other hand neither I nor my Ministry wish to add unduly to the Access Group's problems. The majority of the requirements my Ministry would impose are similar to requirements imposed on other licence holders. The only differences are the short term and the requirement concerning future navigation. Both of these turn on the fact that the bridge blocks off an arm of the Raglan Harbour. As far as my Ministry is concerned it is really over to the Access Group to work out how rights of navigation can be preserved or face the removal of the bridge.

It is also important to bear in mind that although the applicants have lost the legal access which their land once had, that access was of no practical use without the expenditure of very considerable money as the road was unformed. Indeed if the Council's comments about the access in its letter of 28 April 1976 are correct, then developing that access might have been very much more expensive than the requirements which my Ministry considers should be met by the Access Group if the bridge and causeway are to remain.

Should you wish to discuss this matter direct with officers of my Ministry, I should be pleased to authorise that.

Yours sincerely

(Signed) COLIN McLACHLAN

Minister of Transport

54/1/51

13 October 1977

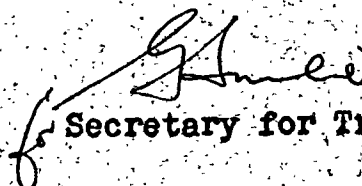
The Minister of Transport

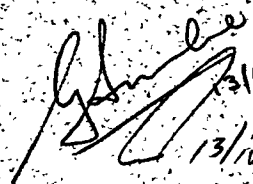
THE RANGITAHU ACCESS GROUP

Ms Marilyn Waring MP has asked you to provide her with a short position paper on the Ministry's requirement that the Rangitahi Access Group takes steps to comply with the requirements of the Harbours Act 1950 concerning the existing illegal causeway and bridge providing access to the Oporu Road extension.

RECOMMENDATION

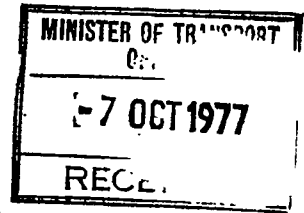
... It is recommended that you sign the attached report and forward it to Ms Waring.


Secretary for Transport


13/10



Parliament House,
Wellington



6 October 1977

Minister of Transport,
PARLIAMENT HOUSE

Dear Mr. McLachlan,

The Rangitahi Access Group

I have been approached by the abovenamed Group who, for a number of years now, have had protracted negotiations regarding an access to the Oporu Road Extension.

The Group are left with no legal access contrary to the Counties Amendment Act 1961 and are forced to use an illegal access way across the self-constructed causeway and bridge. I understand that the local authorities have been most unhelpful in the matter though it does seem to me from a preliminary investigation and since they must have approved the subdivision with illegal access in the first place it may well be up to them to find some solution.

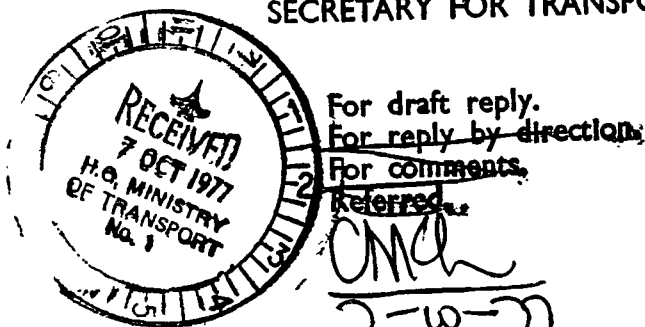
I should be very pleased in the meantime if you could prepare a short position paper for me on the request made by the Marine division of the Ministry of Transport to take out a permit and comply with requirements for an access. I understand that the matter has also been placed in the hands of the Ombudsman so that some solution might be met.

Any comments you have in this regard would be helpful.

SECRETARY FOR TRANSPORT

Yours sincerely,

Marilyn Waring M.P.



HOF

54/1/51



Seaford Lodge
Opotoru Road Ext.
RAGLAN
6 September 1977

Ministry of Transport
Private Bag
WELLINGTON

Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

Ref. 54/1/51

Thank you for your letter 1/9/77 received today. As yet we have not been advised by the Raglan County Council that they have withdrawn from this matter.

We did receive a letter dated 24/8/77 which referred to our letter whereby we stated we could not agree to the conditions they set, which were identical with those issued by your department. Our legal access request was however referred to, and their reply was as follows.

"As it appears that agreement cannot be reached on this subject, it was resolved that Council is not prepared to proceed any further with the legalisation of access."

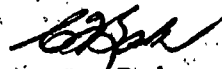
This as you will appreciate has nothing to do with the causeway or residents where legalisation of access is a requirement by law.

While we appreciate your anxiety we trust you also appreciate ours in that through the Raglan County Council and several Government Departments we are placed in the position of having had our legal access taken away under the Public Works Act and subsequently sold, when a Government scheme did not proceed.

We have at this moment a letter being typed to M/S M. Waring our local M.P. and a draft copy of a submission to the ombudsman prepared for issue after Miss Waring has been seen.

With the causeway removed we would have no access to our properties as water access is not applicable to us under the Counties Amendment Act 1961. The terms stipulated in your letter of 27/4/77 make it financially impossible for us to accept.

Yours faithfully
RANGITAHU ACCESS GROUP


C.F. Baker
Secretary

CFB:AJS

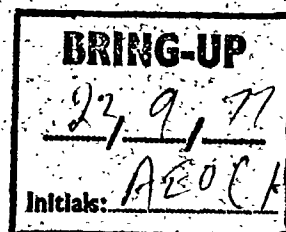
x already posted

PM:LMcD

54/1/51

1 September 1977

Mr C. F. Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opoturu Road/Extn.
RAGLAN



Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

We have now been advised by the Raglan County Council that your group has not accepted conditions laid down by the Council if it were to continue its involvement in this matter and that the Council has now withdrawn.

You will understand our anxiety that this matter is brought to a satisfactory conclusion without any further delay.

We must now insist that you let us have an immediate reply to all of the questions asked of you in our letter of 27 April 1977.

In addition to this we should stress that we have had complaints from people objecting that the bridge is an obstruction to navigation and these appear to be complaints which, had you been seeking approval to build the bridge now, would have resulted in either a refusal or a condition that the design be altered so as to permit navigation.

We are, as you must realise, in the extremely difficult situation that the bridge, walkway and causeway were constructed in breach of the Harbours Act and we have an obligation to put this situation right. It is, in essence, no different from the situation which would exist if you had built your house without obtaining a permit from the local authority, and we have the same obligation either to satisfy ourselves that it is proper to permit the bridge to remain or remove it at the expense of the people responsible for constructing it.

DISPATCHED

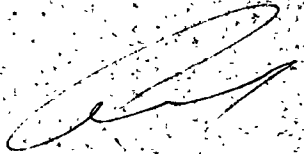
2 SEP 1977

by

D. M. E.

Would you please treat the matter of a reply to this letter and our letter of 27 April 1977 urgently.

Yours faithfully



P. J. McKinlay
for Secretary for Transport

PS/MCD

54/1/51

1 September 1977

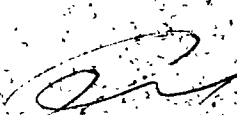
The County Clerk
Raglan County Council
P. O. Box 1
NGARUAWAHIA ✓

Dear Sir

RANGITAHU ACCESS GROUP - BRIDGE WALKWAY AND CAUSEWAY
- Your Reference M1/2

We thank you for your letter of 24 August 1977 and note
that your Council is no longer concerned with this matter.

Yours faithfully


P. J. McKinlay
for Secretary for Transport

DISPATCHED

2 SEP 1977

by 

54/1/51

HVR

RAGLAN COUNTY COUNCIL

TELEPHONE 8633

Our Reference M 1/2

If calling, please ask for

Mr Brownlee



ADDRESS ALL
CORRESPONDENCE TO
THE COUNTY CLERK

P.O. BOX 1
NGARUAWAHIA

24 August 1977

The Secretary for Transport,
Ministry of Transport,
Private Bag,
WELLINGTON 1.



Dear Sir,

Rangitaha Access Group - Bridge, Walkway and Causeway.

In reply to your 54/1/51 of 28 July 1977 I advise that Council did meet with the access group and undertook to uplift the permit for the Bridge and Causeway but required the group to be responsible for maintenance, upgrading and replacement costs as necessary.

Mr Baker has advised Council by letter dated 29 July 1977 that his group will not accept these proposals and Council has therefore resolved to take no further action in the matter.

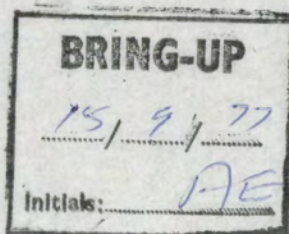
Yours faithfully,

A handwritten signature in dark ink, appearing to read "R.G. Brownlee".

R.G. Brownlee,
County Clerk.

RGB:AB

PJM:LMcD



54/1/51

25 August 1977

The County Clerk
Raglan County Council
P. O. Box 1
NGARUAWAHIA

Dear Sir

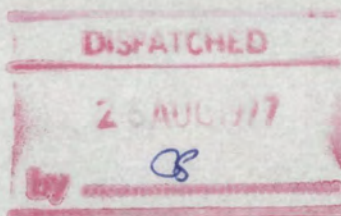
RANGITAHU ACCESS GROUP - BRIDGE, WALKWAY AND CAUSEWAY

We refer to our letter of 28 July 1977.

We would appreciate an urgent reply to that letter. At the time when Mr Baker wrote to us advising your Council had become involved we were already concerned at the long drawn out delay this matter had been subjected to. We welcomed your involvement with the thought that this would allow a speedy resolution to the problem and hope that this proves to be the case.

Yours faithfully

P. J. McKinlay
for Secretary for Transport



PJM:LMcD

54/1/51

15 August 1977

Mr D. T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE AND CAUSEWAY,
OPOTROU RIVER

Thank you for your letter of 29 July 1977.

We can understand your frustration with the delay in this matter. Unfortunately our problem is that we are compelled to recognise the competing interests of the people who use the bridge and causeway and those who might use the estuary.

We agree that providing that a span of the walkway could be raised to allow the passage of craft might be the ideal solution. Unfortunately that carries with it the difficulty of who would meet the cost of converting the walkway which would no doubt be substantial and the further problem of who would be responsible for raising it when required by boat users.

We understand from the access group that the Raglan County Council is now acting on their behalf and we hope that this involvement will allow for swifter solution than might otherwise have been the case.

You say that you cannot comment as to what use the other section owners would make of the estuary. This is quite an important part of the whole issue as the more knowledge we have of public demand to use the estuary the more weight we can give to the demands of users as opposed to the problems of the bridge owners.

Yours faithfully

for P. J. McKinlay
for Secretary for Transport

B/u below
DISPATCHED

16 AUG 1977

by *D. m.c.*

1135 Heaphy Terrace,
MILTON.

29 July 1977.



Secretary for Transport,
Private Bag,
WELLINGTON.

54/1/51, 18 July 1977 - RANGITAHU ACCESS GROUP: BRIDGE AND
CAUSEWAY OPOTORU RIVER.

Your reply to my letter is acknowledged, however I cannot agree
an early decision cannot be made. I am asking for a span of the
walkway be raised so as to allow the passage of craft, this is
what I asked for on the 4th August 1975.

Your final paragraph appears ambiguous as since I cannot use the
estuary now it can only be a theoretical answer I could give you.
As a guess I would use the area several times each weekend during
the summer months and of course not so frequently during the winter.

I cannot comment as to what use the other section owners would make
of the estuary.

I would appreciate if you could expedite this matter as the coming
season will be the third summer I have waited to use the estuary.

Yours faithfully,

D. T. Harrison
D. T. Harrison.

PM:LMcD

54/1/51

28 July 1977

The County Clerk
Raglan County Council
P. O. Box 1
NGARUAWAHIA

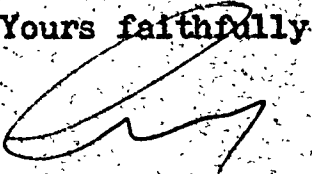
Dear Sir

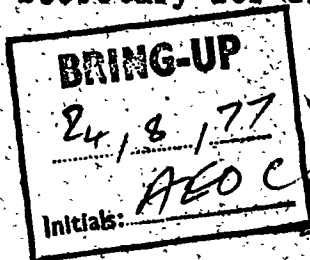
RANGITAHU ACCESS GROUP - BRIDGE, WALKWAY
AND CAUSEWAY

On 29 June 1977 Mr C. F. Baker the Secretary of the Rangitahi Access Group, wrote to us advising that the group had had a meeting with your Council which had undertaken to deal direct with this Department concerning the question of legalising the access bridge, walkway and causeway.

We are anxious that this matter be resolved without delay. Would you please write to us explaining the basis of your involvement and letting us have replies to all of the questions asked Mr Baker in our letter to him of 27 April 1977.

Yours faithfully


P. J. McKinlay
for Secretary for Transport



DISPATCHED

28 JUL 1977

by 

PJMcK:MS

54/1/51

18 July 1977

Mr D.T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE AND CAUSEWAY, OPOTORU RIVER

Our Auckland Office has referred your letter of 30 June 1977 to us for attention.

This matter is currently the subject of investigation. It is, unfortunately, somewhat complex so that an early decision is unlikely.

In the meantime, it would be of great assistance to us if you could give us some idea of the extent to which the bridge is a hindrance to navigation. By this we mean not the theoretical issue of whether it would at any time of the tide block a vessel which wished to use the channel across which it is constructed but what actual usage of the channel is likely if access were not inhibited.

Yours faithfully


P.J. McKinlay
for Secretary for Transport

Regional Secretary
AUCKLAND

Attention : Mr Greig

For your information - your reference 54/19/27.

P.J. McKinlay
for Secretary for Transport

DISPATCHED

20 JUL 1977

by 

DG/IB

xxx 73400

54/19/27

5 July 1977

Mr D.T. Harrison
1135 Heaphy Terrace
HAMILTON

Dear Sir

RANGITAHU ACCESS GROUP, BRIDGE & CAUSEWAY,
OPOTORU RIVER

Your letter of 30.6.77 is acknowledged and your request will be relayed to the Secretary for Transport.

Yours faithfully

D. Greig
for Regional Secretary for Transport

HEAD OFFICE
Attention: S.E.O. (Hbrs)

Your file 54/1/51 refers.

✓ Enclosed for your information and action is a photocopy of a letter (unsigned) from Mr D.T. Harrison. No doubt this bridge existed prior to Mr Harrison's buying his land, also the area is only tidal for a short period of the tidal cycle and would allow very limited access.

D. Greig
for Regional Secretary



1135 Heaphy Terrace,
Hamilton.

30 June 1977.



Regional Secretary for Transport,
Ministry of Transport,
AUCKLAND.

Ref 54/19/27 - RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.

As it appears that no visible action is being taken to raise this bridge, would you please arrange forthwith to have a section of the said bridge removed to give access to the inner basin.

Yours faithfully,
D.T.Harrison.

H+R 54/1/51

SEAFORD LODGE
OPOTURI ROAD EXT
RAGLAN.

29/6/77

MINISTRY OF TRANSPORT
WELLINGTON.



BRING-UP
20/7/77
Initials: AEOL No 7

Dear Sir,

BRIDGE WALKWAY & CROSSWAY
YOUR REF. 54/1/51

Thank you for your letter of 22/6/77.
As a result of our meeting with
the Raglan County Council we
are advised that the R. C. C. will
now be dealing with your department
direct.

Please now disregard our
application and direct all matters
to Raglan County Council, Ngatunukia.

I do believe the Chairman made
approaches to your Auckland Office
last week.

Mr Leathes

Mr McKendrick

Yours faithfully

K. Baker

SECRETARY - RANGITAHU ACCESS
GROUP

Pse note. I suggest.

to B1U to await

action thru Raglan C.C.

but we must not let matters

be dropped. Tr 1/7.

DE:GM

54/1/51

22 June 1977

Mr C.F. Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opoturu Road Extension
RAGLAN

Dear Sir

BRIDGE WALKWAY AND CAUSEWAY

23 JUN 1977

by D. M. C. B.

I acknowledge your letter of 30 May and apologise for the delay in replying to your letter.

It is noted that you mention in your letter that this Ministry has been aware of this problem for many years. This is only partially correct. Our office first became aware of the problem when the Department of Education purchased the land in about 1968. Consideration was given to a Ministry of Works proposal for a new causeway and bridge by this office in 1969. However the scheme was later dropped along with the plans to construct a Child Welfare Training Centre. The problem did not come to our notice again until 1975 when this office was informed that the land was being used by a number of people who in turn were, with their invitees, using the old structures known as Yeemans Access.

In reply to your question regarding the rental fees and their calculation. Our Minister on 24 June 1976, authorised the most recent scale of fees from which the proposed annual rental for these structures was calculated. For private structures for which no income is derived, the rental is calculated on the basis of area of Crown Land occupied. The maximum rental charge is \$150 and is made for all licences of private structures occupying an area of Crown Land in excess of 84m² (over 900 sq.ft). In this case the area occupied would be in excess of 84m².

Secondly the reason an annual inspection and report by a qualified person is required, is that our Technical Advisers considered that the safety of the users is of considerable importance and the light timbered deck, make it suitable only for small loads. Similarly we are concerned that the same condition applies to the causeway, as any deterioration in this structure could also be a hazard to users. Without the qualifications and experience of an engineer it would be extremely doubtful if the members of your group would appreciate any structural deficiencies and therefore would not be able to assess, or carry out the required repairs in a professional manner.

W
Group
19/5/77

B/C 31/7/77 ✓

Our basis for this requirement is that it becomes a "condition" of your licence to occupy Crown Land and one that this office and its advisers consider necessary.

I hope that these facts answer your questions satisfactorily and will await further advice of your intentions in this matter, presumably after the meeting you mention in your letter has been held.

Yours faithfully

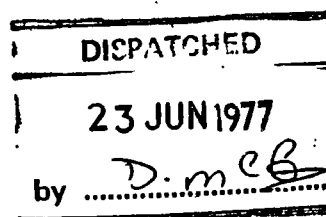
O.J. Conway
for Secretary for Transport

Regional Secretary
AUCKLAND

Attention: Regional Marine Officer

Copy for your information. Your ref. 54/19/27.

for Secretary for Transport





1145

54/1/51

SEAFORD LODGE
OPOTURU ROAD EXT
RAGLAN.

30.5.77

MINISTRY OF MARINE TRANSPORT
P. O. WELLINGTON.

DEAR SIR,

BRIDGE WALKWAY & CAUSEWAY
REF. 54/1/51

Your letter of 19/5/77 is acknowledged and we appreciate your anxiousness to resolve this matter as soon as possible, as are we. But, as your department was obviously aware of this problem many, many years before this was taken up with the present occupants we would appreciate a little leniency to explore all avenues as we feel this could have been some irregular actions taken in the past which need resolving.

We have a meeting arranged with the chairman, councillors and chief engineers of our county to explore past actions which have been taken. These negotiations could be very protracted and finally involve our members of parliament and if needs be the Ombudsman.

Referring now to your letter 27/4/77 please advise

- ① as to what authority the licence fee of \$150 has been determined
- ② The reason the occupants are required to engage an engineer annually to report on the structure when this appears to contradict the Foreshore Licence Regulations 1960 Section 8 Repair (2)

Yours faithfully

C. F. BAKER

C. F. BAKER,

SECRETARY, RANGITAHU ACCESS
GROUP.

PM:LMOD

54/1/51

19 May 1977

Mr C. F. Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opoturi Road Extension
RAGLAN

Dear Sir

A BRIDGE WALKWAY AND CAUSEWAY

Thank you for your letter of 11 May 1977 answering question 1 in our letter of 27 April.

We should be grateful if you would let us have an answer to the other questions in that letter as soon as possible. We appreciate that the fact all your people may not be present at any one time might cause difficulty. If this is the case would you please circulate the questions for written answers as we are anxious to resolve this matter as soon as possible.

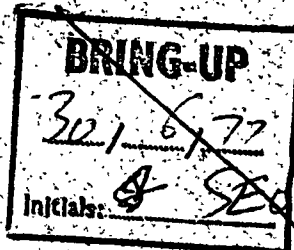
Yours faithfully

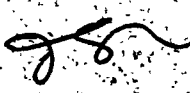


O. J. Conway
for Secretary for Transport

DISPATCHED

19 MAY 1977

by




see late correspondence


Kaf

54/1/51

FILE HELD BY
O.S.

SEAFORD LODGE
OPOTURU ROAD EXT
RAGLAN.

11.5.77

MINISTRY OF TRANSPORT
WELLINGTON



Dear Sir,

BIDGE WALKWAY & CAUSEWAY

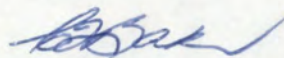
YOUR REF. 54/1/51

Referring to your letter of 27/4/77
the answer to question ① is 2' 6" (30")
from bottom of offset and high water
spring tides.

I am afraid there may be a
short delay before answers can be
given in respect of your questions 2 & 3.
mainly as it is difficult to get
all the people concerned together
and some absence this school
holidays. However as soon as possible
we will forward a complete reply.

No doubt you will appreciate
that as this matter vitally affects us
both morally & financially every
aspect must be considered.

We sincerely thank you for the
manner in which you have approached
our problem.


SECRETARY

RANGITAHU ACCESS GROUP.

Subject: Navigability.

File No. 54115101

Rangatahi Access Bridge Raglan Harbour Date: 16.5.77

To

Mr
McKinlay
AEO
(LH + F)

1. Crown counsel was dealing with a different problem i.e. the meaning of "navigable river". In my note of 12/5/77 on the Rangitahi access bridge I was saying that "tends to the injury of navigation" has a more precise meaning i.e. "tends to the injury of a public right of navigation" and I disposed of the problem by saying that in the case of the Opotuna stream there was no ~~no~~ public right of navigation there for the Minister to protect.

2. I do not dispute that the Opotuna stream channel is "tidal water" and it may even be a "navigable river" in the sense that it is

MINUTE SHEET

Department:

Subject:

File No.

Date:

To—

Lidal. But that is not the issue. The real issue is whether the proposed work was or tended to the injury of navigation and that issue must be resolved by looking at whether any public right of navigation was there to be injured in the first place.

3. Turning now to a more general comment on "navigability", I note that Crown Counsel preferred the American approach, to the common law ^{one} view. It seems to me that this is confirmed by s 178 itself. If (as you seem to say) navigability and tidality are synonymous, then why add "navigable river" to "tidal lands or a tidal water"?

MINUTE SHEET

Department:

Subject:

File No.

Date:

To—

I can think of lots of reasons why the common law view should not apply here, not the least of which is that our rivers are longer and deeper than Britain's. Thus the term "navigable river" is capable of ~~more~~ an ordinary and natural meaning in New Zealand whereas in Britain it is necessary to resort to a fiction for the expression to have much meaning at all.

4. Because "navigation" in the Harbours Act therefore means actual navigation and is not just a synonym for "tidal," ~~idea~~ I therefore adhere to the approach taken in my earlier memo. It is interesting to note that the

Subject:

File No.

Date:

To: 

sort of inquiry which Crown counsel recommended in para. 16 of his opinion, is just the sort of inquiry I embarked on in para. 3 of my memo.

5. The only reservation I have about what I have said is that "actual navigability for commercial purposes" is a rather flexible concept. The advent of the jet boat could have made many channels "navigable" which hitherto were not. Other technological advances (e.g. hovercraft) could also have a similar effect. Perhaps the answer to this lies in the concept of "public right of navigation" being a more restricted

MINUTE SHEET

Department:

Subject:

File No.

Date:

To: ●

concept than "navigability" i.e. there will be waterways which are actually navigable but in respect of which there is no public right of navigation.

6. These are matters which should be left for another time. I agree wholeheartedly that s 178(6) is badly worded since the injury to navigation (no matter how slight) acts as a bar to further consideration by the Minister. I understand you will ask Mr. Hull to fix this by Supplementary Order Paper.

(p.s. I have kept the
C.L. Opinion)

JK OS
16/5/77

Subject:

Raglan Harbour:
Rangitahi Access Bridge.

File No.

Date:

To—

AEO
(H&F)

1. The right of "navigation" referred to in section 178 is the common law right of public navigation. The first issue is therefore whether the channel in question is one that is subject to the common law right of public navigation. If not, then the structure cannot be or tend to the injury of navigation.
2. The fact that the channel is tidal is only prima facie proof that it is "navigable" in the common law sense. "... not every creek, river or channel into which the tide flows is on that account necessarily a public navigable channel although it may be sufficiently large for that purpose" 39 Halsbury 3rd Edition p 534. In R v Montague (1825) [1824-34] All E.R. Rep. 368 Bayley J. said that if the channel is broad and deep for the purposes of commerce it would be natural to conclude ^{that} a right of public navigation existed but "if it is a petty stream, navigable only at certain periods of the tide, and then only for a very short period of time and by very small boats, it is difficult to suppose that it ever has been a public navigable channel".
3. ~~Now infer~~ ^{now infer} that the Opotunu stream channel is not used by small craft. The plans show that there is approximately 8" of water in the channel at low tide. If that is true,

MINUTE SHEET

Subject:

Department:

File No.

Date:

To—

then only jet boats could use the channel all of the time. The depth of water available at high tides is not given. While I would hesitate before relying on an 1825 authority for the proposition that to be a public navigable channel it must be large enough to be useable for commercial purposes, it does seem to me that as there has been no public objection to the existing bridge, and as the channel is not used (despite the population around the estuary) by anyone, that there is accordingly no right of public navigation. Also, I note that someone in our Northern Regional Office says that "the river is only suitable for dinghy access."

4. On that basis there is in my opinion no common law right of public navigation up the Opatuna Stream reaches in question. Accordingly there can be no injury to navigation under section 178(b) and the Minister is free to consider the public interest and the other features of the paragraph.

JS 12/5/77

MINUTE SHEET

Department:

Subject:

File No.

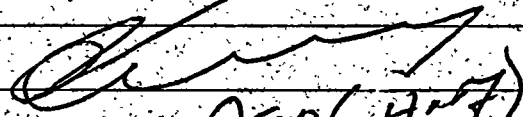
Date: 12/15/77

To:

J.S.

Please see my note to John
Barnway and his reply to me
together with the works
report of December 1976.

Would you please let
me have your opinion on the
effect of the words "It appears
to the Minister that the
proposed work will not be an
hindrance to the safety of navigation."


AEOL (H-7)

MINUTE SHEET

Department:

Subject:

File No.

Date:

To: 1els

I don't think we should accept the MOWD report as meaning that navigation is not possible at all times. Between low water and the bridge soffit there is 9'3" less 8" (their plans show this but NOT MHWOST.)

Therefore with 2' of water there will be 7' clearance.

The question, in relation to 5178, is therefore the degree of injury which navigation might suffer.

The Buck Harbor Bridge might block say one of the large training barges but not a stray ~~drill~~ transport ferry (unfortunately) On that basis I would

MINUTE SHEET

Department:

Subject:

File No.

Date:

To—

2
argue that the bridge might block
a trails scile but not a decent sized jet
boat.

I would also relate:-

- (a) the present usage of the water area.
- (b) that the bridge has been there for some time.
- (c) that the "Wainui Road Bridge with a 1.9 m
clearance at the entrance from the main
harbour to these inner waterways is as great
a restriction ^{to some boats}. (As this is not approved - should
it be removed after an existence of 22 yrs?)

Do you consider we can use this approach John

MINUTE SHEET

Department:

Subject:

File No.

Date: 12/5/79

To: —

John, I have looked through his file and note one problem. The MWD report of 15.7.76 states "The structures obstruct navigation ... The estuary could be used by small craft."

Issue of a licence will require plan approval. Section 178 (b) reads "If it appears to the Minister that the proposed work will not be so tend to the injury of navigation ... Given the terms of the MWD report, the Minister

MINUTE SHEET

Department: _____

Subject: _____

File No. _____

Date: _____

To: _____

could not conclude that the
work "will not be an end to
the injury of navigation" as that
the plans cannot be approved.
Geo. Vadas?


ASD (CDP)

Hof

54/1/51

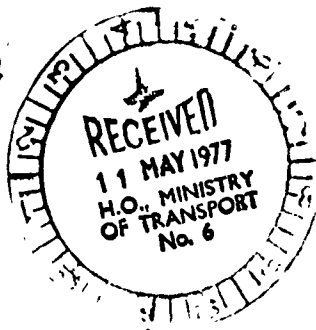
RAGLAN COUNTY COUNCIL

Our Reference M 1/2

If calling, please ask for

Mr Murray

Your Ref. 54/1/51



TELEPHONE 8633

ADDRESS ALL
CORRESPONDENCE TO
THE COUNTY CLERK

P.O. BOX 1
NGARUAWAHIA

9 May 1977

The Secretary for Transport,
Ministry of Transport,
Private Bag,
WELLINGTON 1.

Dear Sir,

Opororu Channel.

I have to advise that clearances on the two existing bridges on the Opororu Channel are:

- (1) Wainui Road bridge 1.9 m at H.W.O.S.T.
- (2) Kopua Domain footbridge 2.5m at H.W.O.S.T.

We have no record of the M.D. number of the Wainui Road bridge, which was built in 1955 (our Drawings No. 2052 are dated August 1953).

The Kopua bridge carries a plate inscribed "M 11548", believed to be the M.D. number. This bridge was built in 1964-65.

Our current District Planning Scheme does not provide for any subdivision other than the eight sections currently existing which are zoned Residential.

Yours faithfully,

R.G. Brownlee,
County Clerk.

RBM: AB

*Recd 470 Ramona Posters.
4/3368 1963*

OJC:MJG

27 April 1977

Mr C.F. Baker
Secretary
Rangitahi Access Group
Seaford Lodge
Opoturu Road Extension
RAGLAN

Dear Sir,

BRIDGE, WALKWAY AND CAUSEWAY

Our Auckland office has now referred the comments of our technical advisers relating to the above works.

While we appreciate the access problems which you and six other property owners have we are also concerned about approving the present works which we must regard as "new work".

Therefore we must consider whether these structures will materially affect navigation or not be in the interest of the public.

Your plans do not show the clearance between the bottom of the bridge soffit and the high water, ordinary spring tides and it is difficult to consider therefore how greatly navigation is affected.

We are also concerned about the structural capacity of the bridge proper. This links up with both the access footbridge and the solid fill causeway, the latter obviously being used at lower tides for vehicles to cross the bridge.

It has therefore been decided that to further consider these facilities for approval we will need the following from you and the other property owners:

1. The measurement between the bottom of the bridge soffit and high water ordinary spring tides.
2. (a) Agreement that: the licence will initially only be for a period of two years and at an annual rental (reviewable as is usual with our licences) of \$150 a year (i.e. about \$21 for each of seven property owners)
- (b) That no additional property owners will be added to any licence and any changes to present ownership would need to be closely examined to ensure the usage factors of the bridge etc are not unduly altered.

B/C 10/6/77 ✓
Cancelled.
(and below)

JS

- (c) That if the bridge is determined as likely to restrict ~~future~~ navigational needs which might arise in future it will either be removed or raised to an appropriate height.
- (d) You provide a statement from a practising engineer as to the present load bearing capacity of the bridge; that notice boards advising of the load restrictions be placed at both ends of the bridge and be kept clean and readable and that an annual inspection and report as to the satisfactory condition of all structures for their individual purposes be given by a practising engineer by the Rangitahi Access Group.

3. An understanding that: in terms of the licence, and in accordance with the Foreshore Licence Regulations 1960, the licensees must adequately maintain the bridge, walkway and causeway. (Copy of the regulations is enclosed.)

...

I would be grateful if you could consider these matters, which are of concern to this office, in order that we can come to some decision.

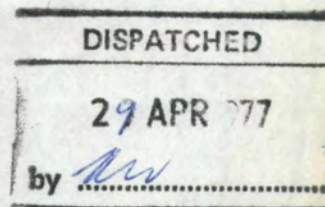
Yours faithfully,

(O.J. Conway)
for Secretary for Transport

Encl

✓ R.M.O.
AUCKLAND

For your information. Yo-r 54/19/57 refers.



(O.J. Conway)
for Secretary

OJC:MJG

27 April 1977

The County Clerk
Raglan County Council
Box 1
NGARUWAHIA

Dear Sir,

RANGITAHU ACCESS GROUP: OPOTURU CHANNEL

We have been asked to consider plans for approval (Harbours Act 1950) in respect of a road causeway, bridge and walkway access at the above location. (Mr C.F. Baker and 6 others.)

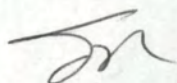
While we are prepared to favourably consider the proposal, which is in effect an existing situation without approval of plans or a licence to occupy Crown land we will be seeking acceptance of certain conditions from the applicants.

However we are concerned about future land development either in the area where the applicants reside or further up into the estuary.

We are concerned that development could be such as to place high usage on the existing structures and or developments up the estuary where property owners would be looking for water access out through the Opoturu river. Therefore I would be obliged to receive the following information:

1. The clearances between the sill of the bridge (Wainui Road) and footbridge by the Kopua camping ground and high water ordinary spring tides. I would also be grateful to have the M.D. plan number given for these two bridges as I cannot locate them in my file records of approved structures.
2. Advice as to whether your District Scheme provides for any subdivision in or around the area we are interested in.

Yours faithfully,



(O.J. Conway)
for Secretary for Transport

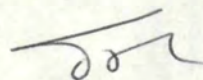
R.M.O.
AUCKLAND

For your information. Your file is 54/19/57.

DISPATCHED

29 APR 1977

by 



(O.J. Conway)
for Secretary for Transport

Decision Sheet : Harbours Act 1950

- (a) Name of applicant: Rangitikei Access Group
- (b) Location : Crown/Endowment/S.165 Ranga Harbour, Opotunui River
- (c) Purpose for which foreshore etc. required: Accessway and Bridge
- (d) Plan number M.D. (N) 297
- (e) Report from Marine Engineer is unnecessary/OK : see folio 6/1/77
- (f) Report from Transport Div. is unnecessary/OK : see folio
- (g) Report from Nautical Adviser is unnecessary/OK : see folio 10/1/77
- (h) Approvals from Harbour Board have been received/are unnecessary : see folio
- (i) In the case of transfer, transferer's and transferee's letters : see folios
- (j) Transfer fee received Official receipt
- (k) Rental paid up to

Recommendation

I recommend that you sign this licence allowing the Rangitikei Access Group to occupy site for a Footbridge and Accessway across the Opotunui River, Ranga Harbour, and approve the plans

Signature

Date

[Signature]

21/3/77

Section 173

Approval of plan M.D. (N) 297
(6 sheets in duplicate)

Approved

Date

Section 164

Permit Number New Licence
New Permit (in lieu of Permit No. expired)
Extension of Permit
Assignment of Permit/Licence from
Cancellation of Permit

Accounts Section Action:

1. Foreshore card prepared/noted
2. Account for rent/premium/renewal fee/transfer fee prepared.

Account No.

Initials: Date:

Records Action:

Transfer noted:

Initials: Date:

Harbours Section Action:

1. District permit list noted
2. Number plate ordered
3. Plan & letter despatched
4. Nautical require completion date
5. Site plan (if any) noted
6. Power line file 54/0/24 noted
7. Minuting action A/C's/Records taken
8. Bring up
(Check all action completed)

Initials: Date:

Licensing Thelma Lewis Giles, Leslie Giles, Anne Robertson Small, Herbert Edward Garth Small, Agnes Janet Stoddart, Ian Gordon Stoddart, Beverley Ann Warnford, Dennis Squibb, X Fredrick Baker, Miriam Strawbridge, Alfred Hoult Strawbridge, Esme Joan Carroll, acting as the Rangitahi Access Group to occupy sites for a Foot Bridge and Causeway across the Opoturu River, Raglan Harbour.

PURSUANT to section 162 of the Harbours Act 1950, I, OWEN JOHN CONWAY of the Ministry of Transport, in exercise of powers delegated by the Minister of Transport, hereby license and permit Thelma Lewis Giles, Leslie Giles, Anne Robertson Small, Herbert Edward Garth Small, Agnes Janet Stoddart, Ian Gordon Stoddart, Beverley Ann Warnford, Dennis Squibb, Carl Fredrick Baker, Miriam Strawbridge, Alfred Hoult Strawbridge, Esme Joan Carroll, acting as the Rangitahi Access Group, (hereinafter called the licensees, which term shall include their administrators, executors or assigns, unless the context requires a different construction) to use and occupy a part of the bed of the Opoturu River, Raglan Harbour as shown on plan marked MD.(N)297 and deposited in the office of the Ministry of Transport at Auckland, for the purpose of maintaining thereon a foot bridge and causeway as shown on the said plan, such licence to be held and enjoyed by the licensees upon and subject to the conditions set forth in the schedule hereto.

SCHEDULE
Conditions

- (1) This licence is subject to the Foreshore Licence Regulations 1960 and the provisions of those regulations shall, so far as applicable, apply hereto.
- (2) The term of the licence shall be 5 years from the 1st day of April 1977.
- (3) The premium payable by the Licensees shall be fifteen dollars (\$15) and the annual sum so payable by the licensees shall be one hundred and fifty dollars (\$150) provided always that the Minister may review the annual sum payable at the end of the first year or any subsequent year of the said term.
- (4) A report by a qualified engineer to be supplied annually, to the Ministry of Transport, on the condition of the structure.
- (5) A suitable weight restriction notice be erected at both ends of the structure stating "For Pedestrian Traffic Only".

Dated at Wellington this day of 1977.



MINISTRY OF TRANSPORT



Our Ref.: 54/19/27
54/1/51
Your Ref.:

To: Head Office Wellington From: Regional Office Auckland
Attn: S.E.O(Hbrs) Date: 3 March 1977
Subject: Rangitahi Access Group - Bridge & Causeway - Opoturu River

Your memorandum of 19.1.77 refers.

The persons whose names are to appear on the licence
are:

Mrs Thelma Lewis GILES)	River Road
Mr Leslie GILES		Huntly
Mrs Anne Robertson SMALL)	45 Araura Terrace
Mr Herbert Edward Garth SMALL		Hamilton
Mrs Agnes Janet STODDART)	
Mr Ian Gordon STODDART		
Mrs Beverley Ann WARNFORD	}	All
Mr Dennis SQUIBB		Opoturu Road Extn
Mr Carl Fredrick BAKER		Raglan
Mrs Miriam STRAWBRIDGE		
Mr Alfred Hoult STRAWBRIDGE		
Mrs Esme Joan CARROLL		39 Te Anau Place
		Hamilton

RD in licence heading
at top
D. Greig
for Regional Secretary

MINUTE SHEET

Department: Harbours & Foreshore

Subject:

Pangitahi access group
Bridge & bauseway

File No. 54/1/51

Date: 19.1.77

To—

Regional Secretary
Auckland.

For attention Regional Marine Officer

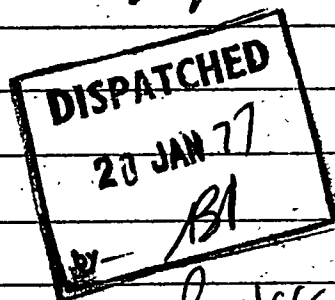
Your memorandum 54/19/27 of 5/1/77 refers

As the Pangitahi access group is not an incorporated society it is proposed to name all those comprising the group in the licence so that all are equally responsible for the structure.

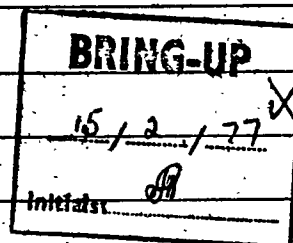
Would you please ascertain the full names of those persons making up the group to be named in the licence which is proposed for a 5 year term subject to the conditions recommended in the Works Report.

Your file 54/19/27 is returned herewith.

H. Whyborn
for Secretary for Transport

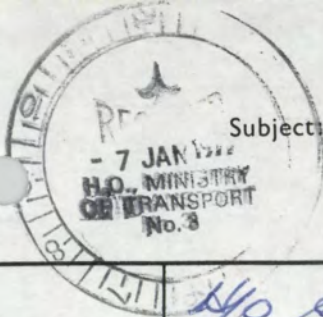


Log 164



v/w 15/3/77

MINUTE SHEET



Subject:

Kangitahi Ocean Group
 Bridge + Causeway
 Whararua River

Department: MOT - MSD

File No. 54/19/27

Date: 5/1/77

To—

4/0 pth JEO (Hbr)

Please refer to my minutes memorandum
 & memo of 23/11/76 referring to your file
 54/1/51

I would refer you to folios 33, 34, 37
 at that time Mr Harrison expressed
 some anxiety that the structure could
 block his access by night, however
 this structure has apparently been in
 position for some considerable time
 likely prior to Mr Harrison's purchase
 of his property. The use of the wharf
 is also somewhat limited due to tidal
 action & current.

I file enclosed for your consideration to
 issue of license

J. Alperg

Regional Secretary for Transport

84/19/27

87

35 Heaphy Terrace,
HAMILTON.

19 July 1976.

54/19/27

2 letters

Northern Regional Office,
Private Bag,
AUCKLAND 1.

Dear Sir,

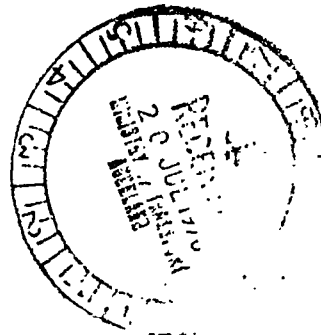
RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY.

Thank you for your letter dated 9 July 1976, however as you say no firm plans have been received, I am led to believe that perhaps the request is being ignored by the owners of the bridge in question.

Could you tell me what time limit you usually set for the completion of such requests. Could you also advise me who would be considered the owners of such a structure as this. If you could advise me on these two points, I would be grateful.

Yours faithfully,

D. T. Harrison
D. T. Harrison.



DJG:EY

54/19/27

34

Telephone:
31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

9 July 1976

Mr D. Harrison,
1135 Heaphy Terrace,
HAMILTON.


Dear Sir,

RANGITAHU ACCESS GROUP BRIDGE AND CAUSEWAY

Thank you for your letter of 28 June 1976 and would advise to date, this office is not aware of any proposal to raise the causeway or existing bridge. Correspondence with the property owners and the Raglan County Council has been undertaken but to date no firm plans for consideration have been received. When suitable plans are received, these will be referred to our technical advisers and to the Raglan Harbour Board, the latter having the responsibility of the preservation of safe navigation within the harbour and who will no doubt give reference to the access needs of residents in the area who use this water-way.

Yours faithfully,

(D.J. Greig)
for Regional Secretary

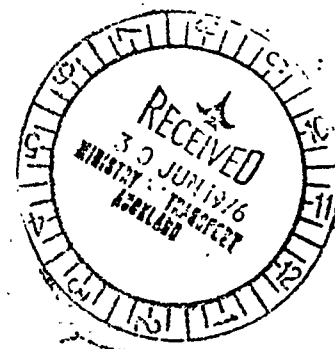


1135 Heaphy Terrace,
HAMILTON.

28 June 1976.

33

Regional Secretary for Transport,
Ministry of Transport,
AUCKLAND.



Attention Mr. Greig:

ACCESS TO WATERWAY SERVING No. 14 KARIOI ST., RAGLAN.

Further to my letter of 4 August 1975 could you please inform me of the position in respect of raising the walkway. You will appreciate that I should like to use this part of the Harbour this coming summer and as there are not many months to this season, I am getting anxious.

Yours faithfully,

D. Harrison
D. Harrison.

*Slits away the
no need of new
bridge
Reclaim A/O*

LICENSING THE RANGITAHU ACCESS GROUP
TO OCCUPY SITES FOR A FOOT BRIDGE AND CAUSEWAY
ON THE OPOTURU RIVER RAGLAN HARBOUR

PURSUANT to section 162 and ~~163A~~ of the Harbours Act 1950, I Owen John Conway of the Ministry of Transport, in exercise of powers delegated by the Minister of Transport, hereby license and permit
THE RANGITAHU ACCESS GROUP

(hereinafter called the licensee, which term shall include his administrators, executors or assigns, unless the context requires a different construction) to use and occupy THE BED OF THE
OPOTURU RIVER, RAGLAN HARBOUR

as shown on plan marked M.D.(N) 297 and deposited in the office of the Ministry of Transport at Auckland, for the purpose of maintaining thereon a FOOT BRIDGE AND CAUSEWAY as shown on the said plan, such licence to be held and enjoyed by the licensee upon and subject to the terms and conditions set forth in the schedule hereto.

SCHEDULE
Conditions

- (1) This licence is subject to the Foreshore Licence Regulations 1960 and the provisions of those regulations shall, so far as applicable, apply hereto.
- (2) The term of the licence shall be 5 years from the 1st day of 19 .
- (3) The premium payable by the licensee shall be dollars (\$) and the annual sum so payable by the licensee shall be dollars (\$); provided always that the
- (4) * A REPORT BY A QUALIFIED ENGINEER BE SUPPLIED ANNUALLY
Minister may review the annual sum payable at the end of the first year or any subsequent year of the said term.

Dated at Wellington this day of 19 .

for Secretary for Transport

* TO THIS MINISTRY ON THE CONDITION OF THE STRUCTURE
(5) A SUITABLE WEIGHT RESTRICTION NOTICE BE ERRECTED
AT BOTH ENDS OF THE STRUCTURE STATING "FOR PEDESTRIAN
TRAFFIC ONLY"



Ministry of Works and Development

NYF

54/1/81



P.O. Box: 1215, Hamilton

Telephone: 84 359

Our Ref: 13/108

Date: 15 December 1976

Inquiries to: P F Butler

The District Commissioner of Works
HAMILTON



Your Ref: Marine Department reference 54/19/27

BRIDGE AND CAUSEWAY : OPOTURU RIVER, RAGLAN HARBOUR

The Marine Department has received a request from the secretary of the Rangitahi Access Group for approval of an existing bridge and causeway across a tidal estuary at Raglan.

There is correspondence on my file on the subject dating back to 1952 when the then owner of the land on the peninsula, Mr F Chibnall, approached the department for assistance to obtain access to his farm. A scheme to provide legal access was not proceeded with owing to the difficulty and expense of constructing an access to above high tide level.

Some time between 1953 and 1961 the present access was built privately, apparently without the approval of the local authority. It consists of the half tide causeway, bridge and footwalk shown on the drawing now submitted with the application. The causeway is still in good order but the bridge over the Opoturu Stream does not appear to be founded on solid rock as shown on the drawing but on concrete cylinders constructed on previously placed rock spalls. In many cases the steel fastenings have almost completely corroded away. In the late 1960s the land on the peninsula was owned for a time by the Child Welfare Department and the Ministry of Works was asked to look into the provision of a more permanent access. At that time the footwalk consisted of a very flimsy structure on titree stakes but this has now been replaced by something more substantial using tanalised poles, timber and some second-hand steel trusses of light construction. The walkway is fairly sound at the moment but the steel trusses and other components are subject to corrosion.

Some of the land on the peninsula was subdivided in 1954 with further subdivision in 1958 and there are now a total of eight sections on the peninsula shown as residential on the district scheme. The structures provide the only access other than by boat to these sections and to the remainder of the peninsula which is again being used for farming. The first subdivision took place before the causeway and bridge was constructed.

The structures obstruct navigation and it is not recommended that unqualified Marine Department approval be given. The estuary could be used by small

Harbours Section Marine Division MOT - recommendation on P-2

AD Smith 6/1/77

craft and although there appears to be no demand for this at the moment this could change in the future. It is suggested that a temporary permit be issued on a year-to-year basis and that the permit require that the structures be modified if a need for navigation becomes apparent. The safety of the users should also be taken into consideration: the corrosion of the bridge fastenings and the light timbered deck make it suitable only for small loads, the permit should require that the bridge and footwalk be inspected annually by a qualified person engaged by the applicants, that repairs are carried out and that a suitable weight restriction notice be erected.

... The applicants' drawings NDN.297 in six sheets are returned.

D J Fendall
Resident Engineer

Per

P. Butler

(P F Butler)

Encl

C. O W
Appn Mr. A. D. Smith

Your file.	Referred for your action.	Information.
D.O. file.	<i>13/108</i>	R. E. HERMANS D.C. of Works
<i>23/12/1976</i>	per <i>A. K. Attwood</i>	

It is considered that the license should be 5 years and that renewal will be considered ~~when~~ on the basis of development pressure then existing. The annual inspection by a competent person is a "must"

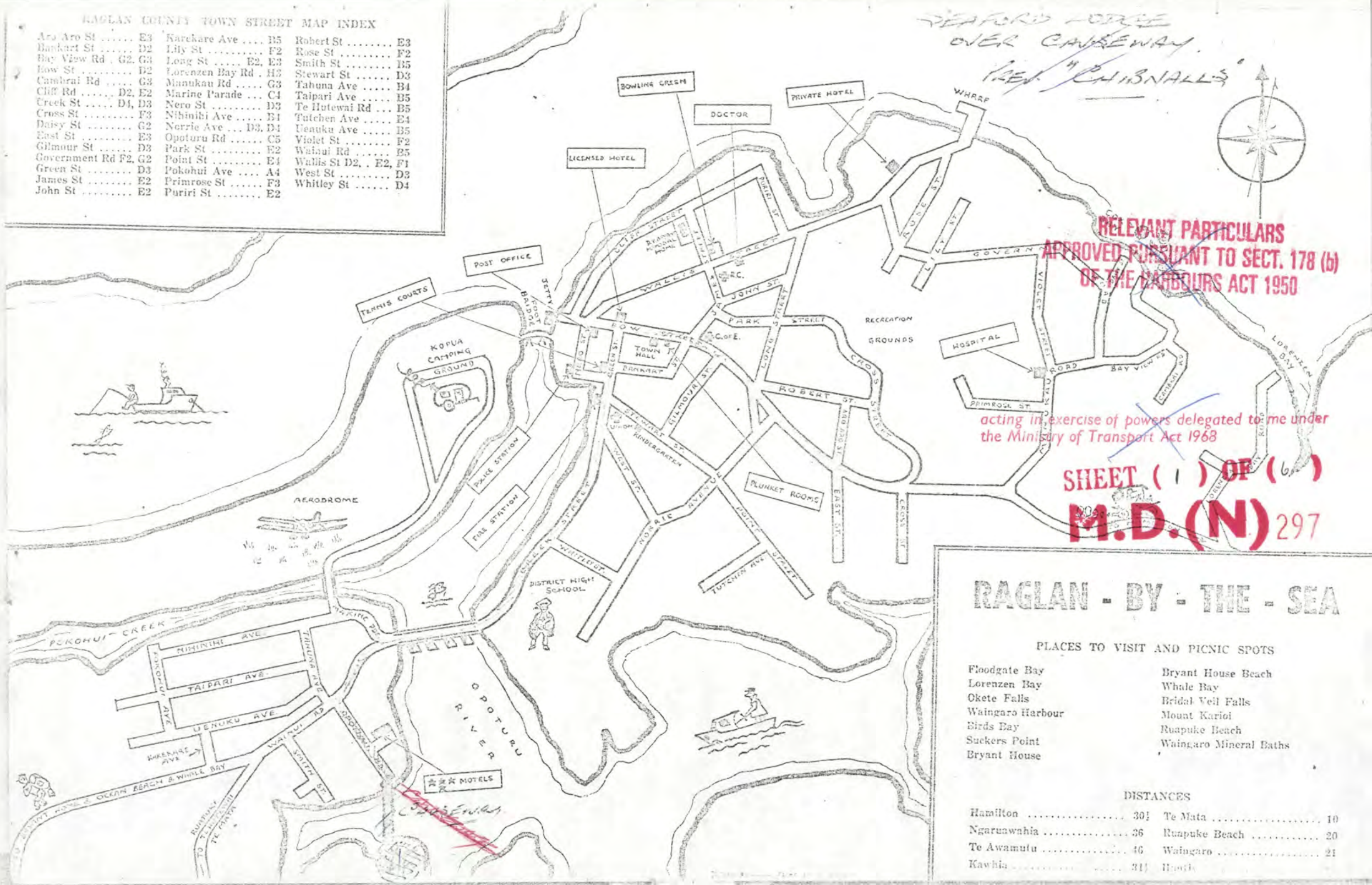
Subject to above opinions with which I agree.

Recommended for approval

Alan Smith 6/1/77
(For Marine Works Engineer)

RAGLAN COUNTY TOWN STREET MAP INDEX

Aro Aro St E3	Karekare Ave B5	Robert St E3
Bankart St D2	Lily St F2	Rose St F2
Bay View Rd . G2, G3	Long St E2, E3	Smith St B5
How St D2	Lorenzen Bay Rd . H2	Stewart St D3
Cambrai Rd G3	Manukau Rd G3	Tahuna Ave B4
Cliff Rd D2, E2	Marine Parade . . C1	Taipari Ave B5
Creek St D4, D3	Nero St D3	Te Hutewai Rd . . B5
Cross St F3	Nihinihi Ave B1	Tutchen Ave E4
Daisy St G2	Norrie Ave D3, D4	Uenuku Ave B5
East St E3	Opoturu Rd C5	Violet St F2
Gilmour St D3	Park St E2	Wahai Rd B5
Government Rd F2, G2	Point St E4	Wallis St D2, . E2, F1
Green St D3	Pokohui Ave A4	West St D3
James St E2	Primrose St F3	Whitley St D4
John St E2	Pariri St E2	



RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

SHEET (1) OF (6)
M.D.(N) 297

RAGLAN - BY - THE - SEA

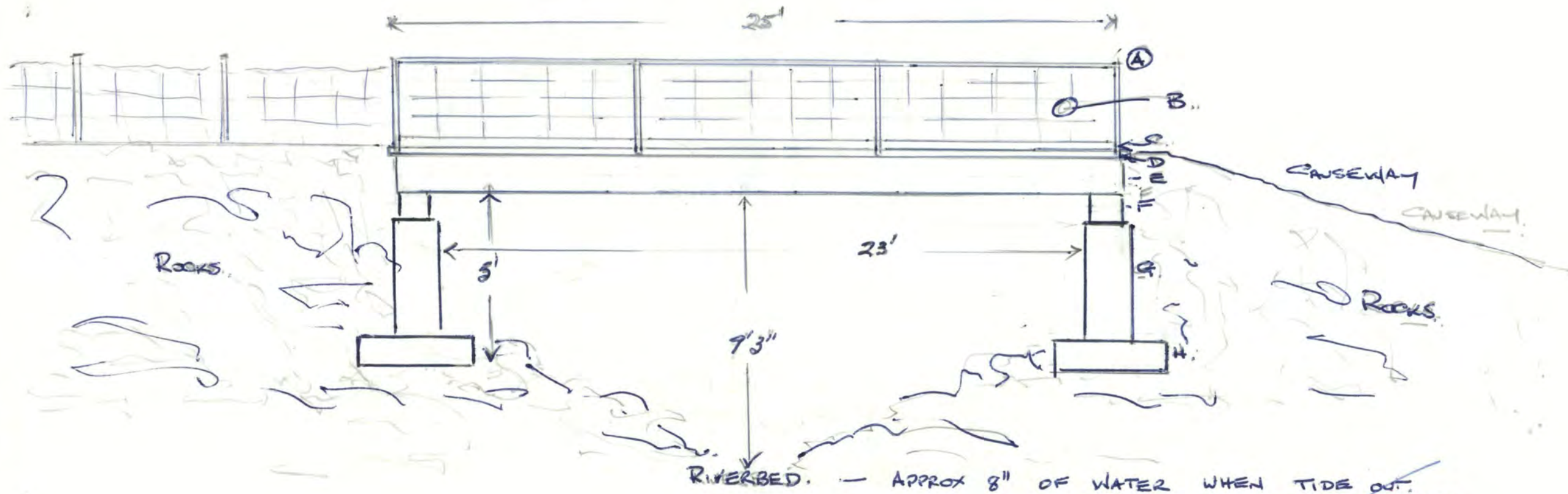
PLACES TO VISIT AND PICNIC SPOTS

Floodgate Bay	Bryant House Beach
Lorenzen Bay	Whale Bay
Okete Falls	Bridal Veil Falls
Waingaro Harbour	Mount Karioi
Birds Bay	Ruapuke Beach
Suckers Point	Waingaro Mineral Baths
Bryant House	

DISTANCES

Hamilton 30 1/2	Te Mata 10
Ngaruawahia 26	Ruapuke Beach 20
Te Awamutu 46	Waingaro 21
Kawhia 31 1/2	Huatai 10

RANGITAHU ACCESS GROUP.
BRIDGE SCALE $\frac{1}{4}$ " TO THE 1' — SIDE VIEW.



- A. 4" x 2" TANGALISED PAINTED RAIL.
- B. GALVANISED WIRE
- C. SIDE SUPPORT BEAM FOR RAIL
- D. DECK PLANKING 9" x 2" PLANKS HEART RIMU
- E. DECK SUPPORTS 4 - 6 1/2" x 15" x 25'
- F. CROSS SUPPORTS 2 - 12" x 12" x 10'
- G. REINFORCED CONCRETE PILLARS 3 EACH SIDE 18" DIAMETER
- H. REINFORCED CONCRETE PAD ON ROCK FOUNDATION 10' x 4' x 1'

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

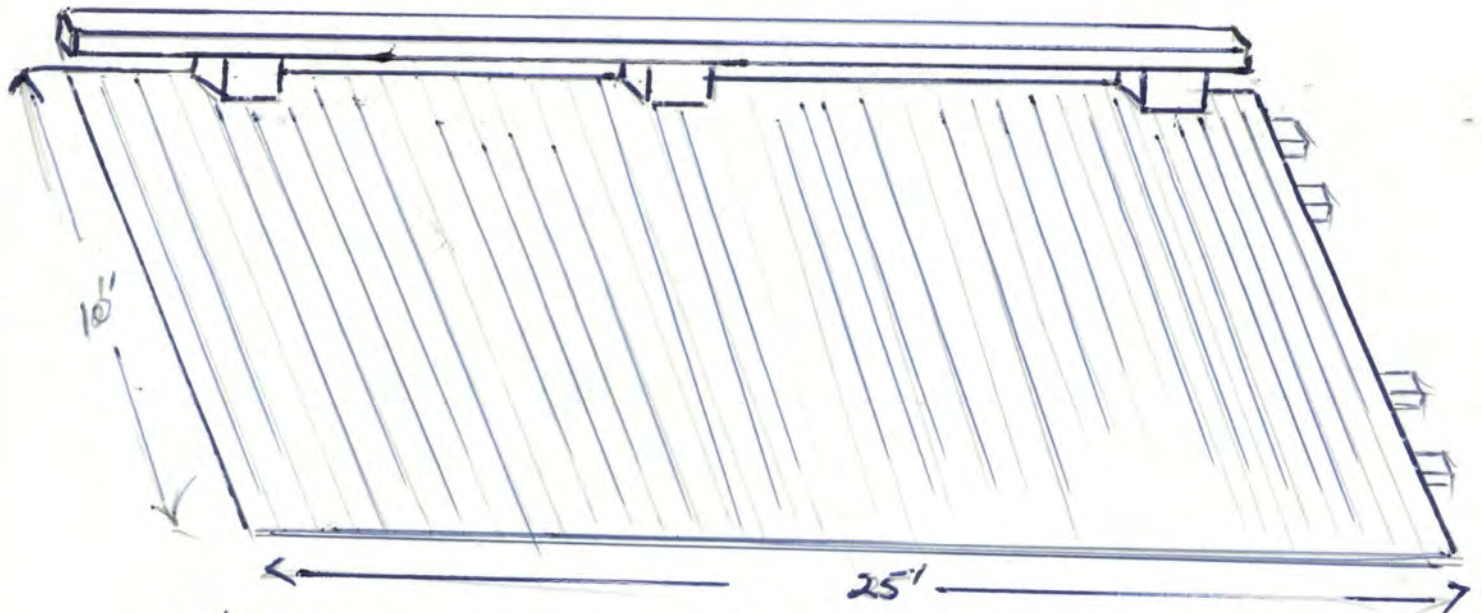
acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

SHEET (2) OF (6)

M.D.(N) 297

RANGITAHU ACCESS GROUP.

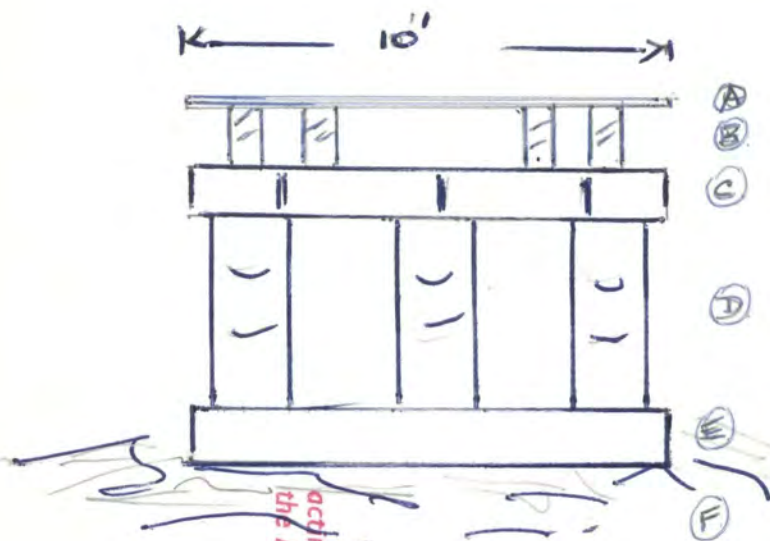
BRIDGE TOP - SCALE $\frac{1}{4}"$ TO $1'$



9" x 2" PLANKS - BRIDGE NAILED WITH SPIKES.
(HEART RIMU)

SIDE BARRIERS 6" x 4"

BRIDGE END SUPPORTS SCALE $\frac{1}{4}"$ TO $1'$



- Ⓐ TOP PLANKS 9" x 2" HEART RIMU
BRIDGE SPIKE NAILED.
- Ⓑ SUPPORTS 4 - 6" x 15" x 25'
- Ⓒ SUPPORT SOLID WOOD BEAMS
12" x 12"
ATTACHED TO CONCRETE
PILLARS WITH STEEL BANDS
& BOLTED.
- Ⓓ 3 SOLID REINFORCED
CONCRETE PILLARS.
- Ⓔ SOLID REINFORCED CONCRETE
PAD 10' LONG
4' WIDTH
1' DEPTH.
- Ⓕ SOLID ROCK FOUNDATION.

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

SHEET (3) OF (6)

M.D.(N) 297

RAGLAN COUNTY TOWN STREET MAP INDEX

Ara Ara St	E3	Karekare Ave	B5	Robert St	E3
Bankart St	D2	Lily St	F2	Rose St	F2
Bay View Ad. G2, G3		Long St	E2, E3	Smith St	B5
Bow St	D2	Lorenzen Bay Rd	H3	Stewart St	D3
Canal Rd	G3	Manukau Rd	G3	Tahuna Ave	B4
Chick St	D2, E2	Marine Parade	C4	Taipari Ave	B5
Creek	D1, D3	Nero St	D3	Te Hotehai Rd	B5
Cross St	F3	Nihinihi Ave	B4	Tutchen Ave	E4
Daisy St	G2	Norrie Ave	D3, D1	Uenuku Ave	B5
East St	E3	Opoturu Rd	C5	Violet St	F2
Gilmour St	D3	Park St	E2	Waiwau Rd	B5
Government Rd F2, G2		Point St	E4	Wallis St D2, ..	E2, F1
Green St	D3	Pokohui Ave	A4	West St	D3
James St	E2	Primrose St	F3	Whitley St	D4
John St	E2	Puriri St	E2		

REMOVED FROM
OVER CAUSEWAY
RED "CHIBNALL'S"



RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

SHEET (/) OF (6)
Copy of M.D.(N) 297

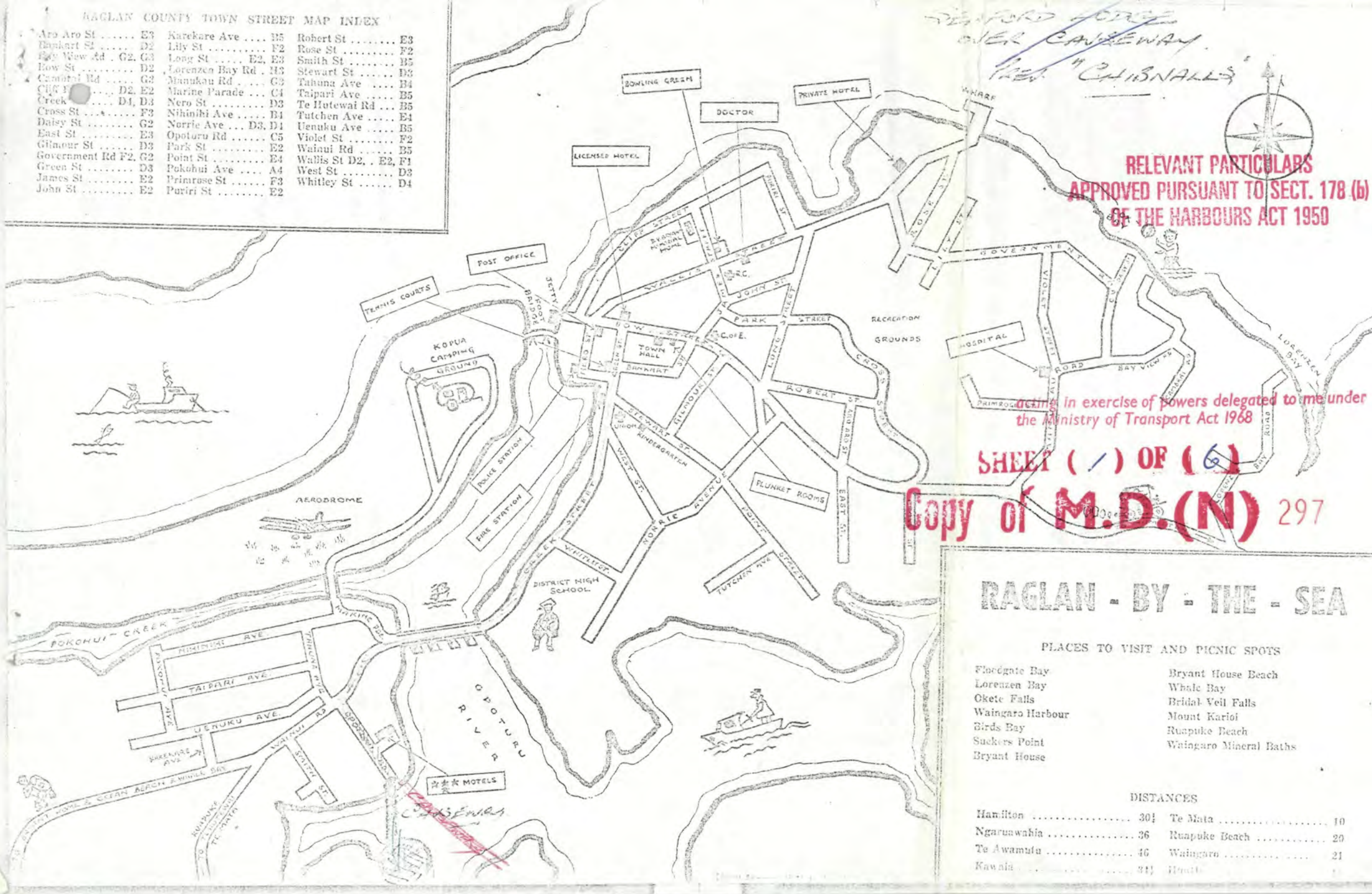
RAGLAN - BY - THE - SEA

PLACES TO VISIT AND PICNIC SPOTS

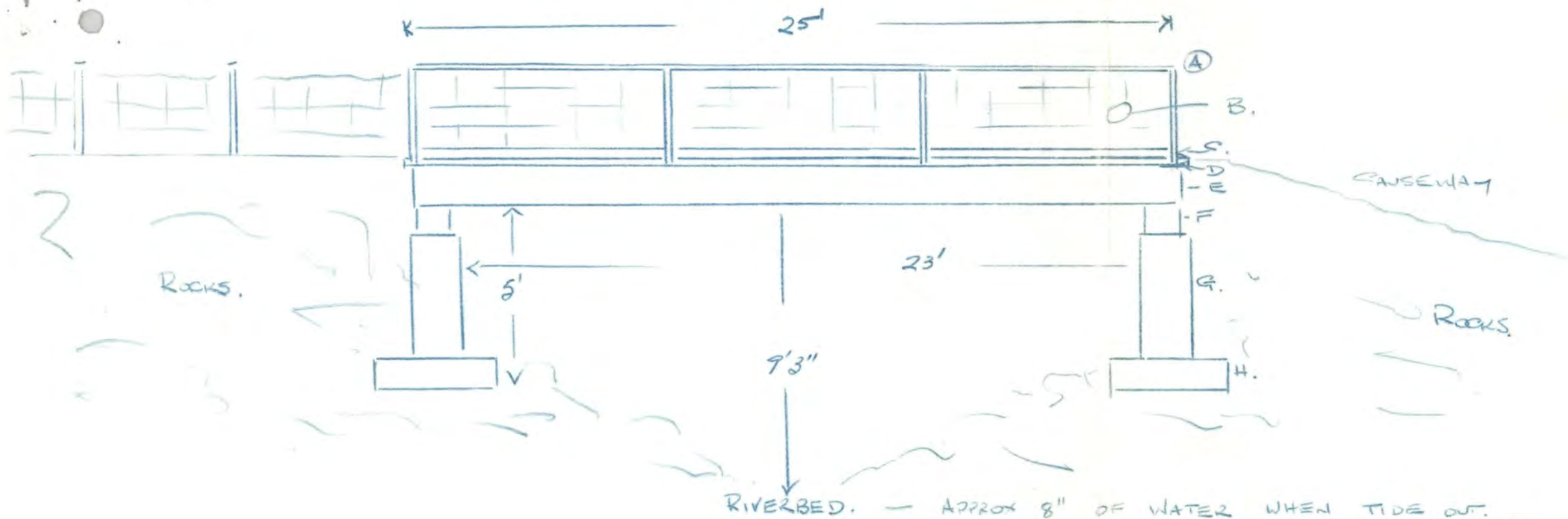
Floodgate Bay	Bryant House Beach
Lorenzen Bay	Whale Bay
Okete Falls	Bridal Veil Falls
Waingaro Harbour	Mount Karioi
Birds Bay	Ruapuke Beach
Suckers Point	Waingaro Mineral Baths
Bryant House	

DISTANCES

Hamilton	30 1/2	Te Mata	10
Ngaruawahia	36	Ruapuke Beach	20
Te Awamutu	46	Waingaro	21
Kawhia	31 1/2	Hamilton	



RANGITAHU ACCESS GROUP.
BRIDGE SCALE $\frac{1}{4}$ " TO THE 1' — SIDE VIEW.



- A. 4" x 2" TANGALISED PAINTED RAIL.
B. GALVANISED WIRE
C. SIDE SUPPORT BEAM FOR RAIL
D. DECK PLANKING 9" x 2" PLANKS HEART RIMU
E. DECK SUPPORTS 4 - 6'2" x 15" x 25"
F. CROSS SUPPORTS 2 - 12" x 12" x 10"
G. REINFORCED CONCRETE PILLARS 3 EACH SIDE 18" DIAMETER.
H. REINFORCED CONCRETE PAD ON ROCK FOUNDATION 10' x 4' x 1'

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

SHEET (2) OF ()

Copy of M.D.(N) 297

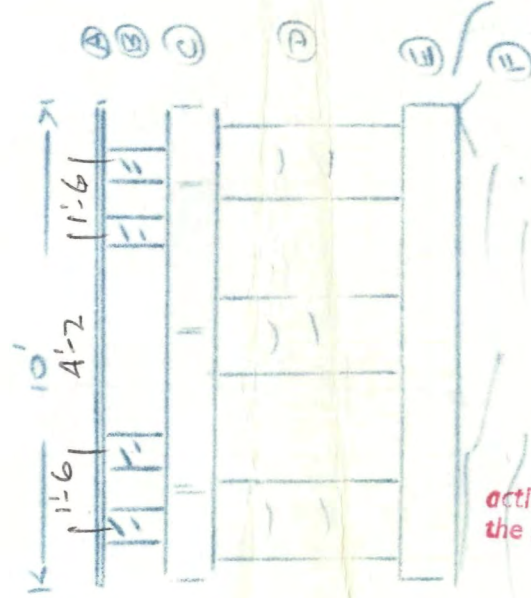
BRIDGE TOP - SCALE $\frac{1}{4}$ " TO 1'



9" x 2" PLANKS - BRIDGE NAILED WITH SPIKES
(HEART RIMU)

SIDE BARRIERS 6" x 4"

BRIDGE END SUPPORTS SCALE $\frac{1}{4}$ " TO 1'



- A TOP PLANKS 9" x 2" HEART RIMU
BRIDGE SPIKE NAILED
- B SUPPORTS 4 - 6 1/2" x 15" x 25"
- C SUPPORT SOLID WOOD BEAMS
12" x 12"
- D ATTACHED TO CONCRETE
PILLARS WITH STEEL BANDS
4 BOLTED.
3 SOLID REINFORCED
CONCRETE PILLARS
- E SOLID REINFORCED CONCRETE
PAD 10' LONG
4' WIDTH
1' DEPTH.
- F SOLID ROCK FOUNDATION.

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

SHEET (3) OF ()

Wide format was located here in this file

To view the wide format image(s) please go to the end of this document

The numbers listed below are also on the wide format image(s) that belong here

2423

2424

2425

2426

2427

2428

HVF

54/1/51

W 64 Baker
The Secretary
Regional Secretariat
.....
.....
.....
.....
.....

Reference: 54/19/27
Your ref:

Ministry of Transport,
Marine Division,
Private Bag,
AUCKLAND.

Date: 23/11/76

Dear Sir,

.....
.....
.....

Receipt of your for your proposed
..... is acknowledged.

Technical reports are now being obtained on the proposal, these may take some little time to prepare, but as soon as a decision has been reached, you will be advised by my Head Office, Wellington.

Yours faithfully,

(D. Greig)

for Regional Secretary for Transport

District Commissioner of Works,
Ministry of Works and Development,
.....
.....

Copy for your information and action.

Would you please make a report on the proposed in terms of the Harbours Act 1950, to the Commissioner of Works, Wellington.

The following papers are enclosed:-

1. Structural Plans (5 sheets)
2. Section Plans (1 sheet)
3. Land & Survey Maps
4. Submissions for review

These structures have been in location for some length of time & need to be submitted

(D. Greig)

for Regional Secretary for Transport



HEAD OFFICE

Attention: S.E.O. (harbours)

Copy for your information and action. Enclosed are:-

1. Structural Plans (5 sheets)
2. Section Plans (1 sheet)
3. Land & Survey Maps
4. Submissions for review

When the new report is received the file will be referred to your office for review & leaving

(D. Greig)

for Regional Secretary for Transport



The plans may not be sufficient for your purposes but are submitted to the suggested plans submitted to the Harbour Board for comment & on file.

APPLICATION FOR LICENCE TO OCCUPY LAND BELOW HIGH-WATER MARK
OF THE SEA OR LAKE BED OR RIVER BED UNDER THE HARBOURS ACT 1950

I hereby apply for the issue of a licence or permit to occupy
a site as below.

CARL F. BAKER.

SECRETARY FOR.

1. Name of applicant: RANBITAHU ACCESS GROUP
(IN BLOCK LETTERS) (surname) (christian names)

2. Address: SEAFORD LODGE OATROU ROAD EXT. RAELAN.

Telephone Number: 8329 RAE LAN

3. Purpose site required for (i.e. jetty, boatshed, slipway, etc.):
ACCESSWAY TO FARM & PRIVATE RESIDENCES

4. Is proposed structure for (i) private use or (ii) commercial use
(see paragraph (a) of notes on the back of this form). Cross
out one not wanted. RESIDENTS & FARM

5. Date at which structure will be completed: ALREADY COMPLETED (X)
N.B. It is an offence under the Harbours Act 1950 to commence
the building of a structure before approval has been given.

6. Locality of site: OATROU ROAD EXT.

7. Name of harbour board controlling the area(if any): RAE LAN

8. Is the land immediately to the rear of the site applied for
(see paragraph (b) of notes).

(i) A public road?

(ii) A public reserve?

(iii) Private land? PRIVATE LAND

9. Name of controlling authority of public road or reserve (if any)
immediately to the rear of the site applied for (see paragraph
(b) of notes).

NOT APPLICABLE — ALL PRIVATE

10. Name of owner and survey district and block and section number
of private land immediately to the rear of the site applied for,
or separated from it by public road or a strip of public reserve
(see paragraph (c) or notes).

SEE ATTACHED SUBMISSION

11. I enclose: (i) Plan in duplicate of structure and
(ii) Plans in duplicate of locality and
(iii) One Lands and Survey map as listed in
paragraphs (b) and (e) of notes and
(iv) Consents of harbour board or of adjacent owners
as listed in paragraphs (b) and (e) of notes.

PLEASE SEE
ATTACHED SUBMISSION

SECRETARY

Date: SIGNED J. C. Macdonald (CHAIRMAN)

NOTES

- (a) Private use is where a structure is to be used solely for the private use of the person applying for the permit. If for yacht or boat club or commercial fishermen the structure would be for commercial use.
- (b) If the land immediately landward of highwater mark of the sea or edge of the lake or river is not owned by the applicant, the following consents in writing to the proposed use of the site should accompany the application. If the consents are not obtainable the comments in writing of the landowners immediately landwards or authorities are required, or if the landowner refuses to comment, advice that comments are unobtainable are required. The consents of occupiers or authorities on either side of the proposed site are not required.
- (i) If the site abuts a public road, the consent or comments of the local authority.
 - (ii) If the site abuts a public reserve, the consent or comments of the body administering the reserve; (e.g. Local Authority, Commissioner of Crown Lands, or Domain Board, etc.)
 - (iii) If the site abuts privately owned land, the consent or comments of the owner.
 - (iv) If the site abuts a public road or road reserve and the land on the opposite side is not owned by the applicant, the consent or comments of that landowner.
- (c) Block and section numbers and name of owner of private land may be obtained if necessary by reference to the local office of the Department of Lands and Survey.
- (d) This form of application must be accompanied by a plan of the structure and a plan of the locality and map.
- (i) Plans in duplicate and to scale of structure on good quality paper measuring at least 12" x 8" (larger size preferred) showing measurements, details of construction and materials used. Water levels at approximate high and low ordinary spring tides must be shown.
 - (ii) Sketch plan in duplicate of locality on good quality paper measuring at least 12" x 8" (larger size preferred) showing structure site clearly fixed in relation to some definite permanent mark. Measurements to be in feet. Neighbouring boatsheds and other structures are to be shown with their owners name. Most structures display a number plate; these numbers should also be shown. Show adjacent public road or public reserve strip, and section and block numbers of private land immediately landwards of the site.
 - (iii) Lands and Survey map of area with site marked clearly and neatly thereon. Map may be obtained from local office of the Department of Lands and Survey.
- (e) When the site is vested in a local body, this form is not used and application is not made to the Ministry of Transport but to the local body which will itself seek the approval of the Minister of Transport, but the written consent of the Harbour Board to the granting of the application should accompany it.

9/136
27

MINUTE SHEET

Department:

Subject:

Bridge & Causeway
Opotoru River

File No. 54/1/51

Date: 11-11-76

To—

The Raglan County Council declines to be responsible for
these unlicensed structures

should we request a works report or wait until
further plans are submitted by the Rangitahi Access Group.

Ask Denis to get better plans & MWD report

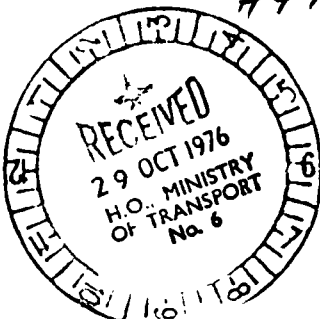
BRING-UP

15/8/76

Initials:



MINISTRY OF TRANSPORT



54/1/51

MOT 5

Our Ref.:54/19/27.....

Your Ref.:54/1/51.....

INTERNAL MEMORANDUM

To.....H.O..... From.....REGIONAL OFFICE, AUCKLAND.....

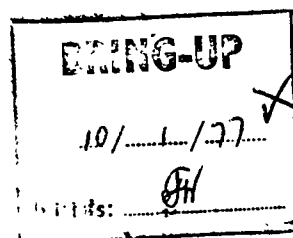
.....ATTN: S.E.O.(HBRS)..... Date:27 October 1976.....

Subject:RANGITAHU ACCESS GROUP : BRIDGE & CAUSEWAY - RAGLAN HARBOUR.....

Your memorandum of 21.10.76 refers.

The plans presented some time ago were not suitable and a further visit to Mr Baker, who acts for the group, was made on 6.10.76. Prior to the visit specimen plans showing the details required were prepared as a guide in drawing up final plans. A diary is held for 8.11.76 by which time it could be plans will be available.

(D. Greig)
for Regional Secretary



MINUTE SHEET

Department: Harbours & Foreshores

Subject: Rangitahi access group
Bridge & causeway

File No. 54/1/51

Date: 21-10-76

To—

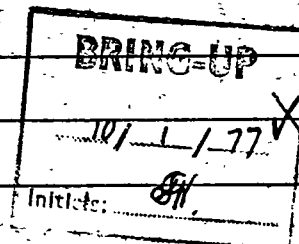
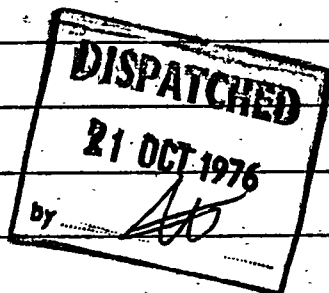
Regional Secretary
Chuckland

For attention Regional Marine Officer

Your minuted memorandum 54/19/27 of 27 July 1976

Would you please advise what progress is being made concerning plans and a works report in respect of the above structures.

J. Whyborn
for Secretary for Transport



112F

54/1/51

ING:BY

54/19/27

Telephone:
31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

27 July 1976

Mr C.F. Baker,
Rangitahi Access Group,
Seaford Lodge,
Opononi Road Extension,
RAGLAN.

Dear Sir,

RANGITAHU ACCESS GROUP BRIDGE AND
CAUSEWAY : RAGLAN HARBOUR

Further to previous correspondence regarding the supply of suitable plans for the above structures, as it now some time since my first request and to avoid the need for any action pursuant to the Harbour's Act 1950, would you please give early attention to the supply of amended plans to allow this matter be given consideration by the Minister of Transport.

Yours faithfully,

(D.J. Greig)
for Regional Secretary
for Transport

HEAD OFFICE

Attention: S.E.O. Harbours



Copy for your information. Your memorandum 54/1/51 of 9 July 1976 refers. As you are aware, the plans received from the applicants were not considered by this office to be full enough to allow our advisers to report and to date amended plans have still not been received. It may be that as a Mr Harrison who resides above the bridge and causeway is worried about construction to this access, although the river is only suitable for dinghy access, this office feels that some urgency is required in giving consideration.

BRING-UP
10.1.76 ✓
30/9/76
Initials: *GH*

(D.J. Greig)
for Regional Secretary

MINUTE SHEET

Subject: Bridge & Causeway
Opotun River

Department: Harbour

File No. 54/151

Date: 9/7/76

To—

attention Regional Marine Officer

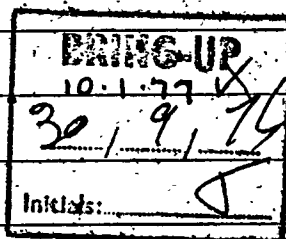
The
Regional
Secy
N.O.T.
Pwale
Bag
Lackland

Joint memo of 31 May 54/19/27
refers.

Would you please obtain
the usual plans and a
Ministry of Works report on the
above project.

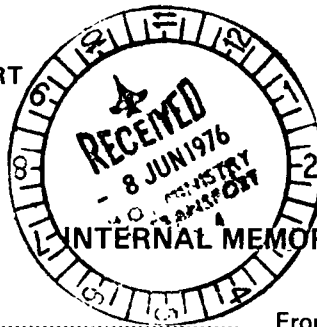
M. Toogood

for Director, Marine Division





MINISTRY OF TRANSPORT



Our Ref.: ~~54/19/27~~

Your Ref.: 54/1/51

To: HEAD OFFICE From: REGIONAL OFFICE, AUCKLAND

ATTENTION: S.E.O. HARBOURS Date: 31 May 1976

Subject: RANGITAHU ACCESS GROUP, BRIDGE AND CAUSEWAY, OPOTORU RIVER, RAGLAN HARBOUR

... Please find enclosed a photo copy of the reply by the Raglan County Council to your letter of 14.5.76. You will note that Council has reiterated it is unable to see its way clear to accept control of the bridge and causeway and has no funds available for the maintenance of such structures.

Also received, dated 27.5.76, is a copy of a plan of the bridge and causeway. This plan does not appear structurally sufficient and shows very little detail of the causeway and further more detailed plans will be requested.

(D. Greig)
for Regional Secretary

Encl. ✓

RAGLAN COUNTY COUNCIL

54/19/27

CLERK
N. R. TYLER, B.COM., A.C.A., A.C.I.S.

COUNTY ENGINEER
R. B. MURRAY, B.E., M.I.C.E., M.N.Z.I.E.



COUNTY OFFICE - PHONE 8633
COUNTY CLERK (RES.) 8081
ENGINEER (RES.) 8716

P.O. BOX 1
NGARUAWAHIA

REF. M 1/2

25 May 1976

The Regional Secretary,
Ministry of Transport,
Private Bag,
AUCKLAND.

Dear Sir,

RANGITAHU ACCESS GROUP - BRIDGE AND CAUSEWAY

In reply to your 54/14/28 of 14 May 1976 regarding the bridge and causeway across the Oporuru Channel, I have to advise that my Council has not been responsible for the erection of this structure and is not prepared to assume control of same as it has no funds for the maintenance of such a bridge and causeway.

Being in the inner harbour, the control of this waterway is vested in the Raglan Harbour Board, the members of the Raglan County Council being also the members of the Harbour Board. The Council, as the Harbour Board, has never given permission for this work to be carried out and cannot be held responsible for same. The old footbridge across the channel has been there probably for the past 50 years and it is not known how long it is since the causeway and bridge was constructed. The whole proposal was apparently carried out by a small group of section owners on the southern side of the estuary who have no other access to Raglan Township except by crossing these mudflats.

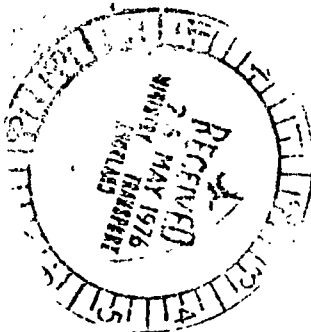
At one time there was legal access to these sections from the south although it was completely impracticable and no road had ever been formed but when the Crown took over the peninsular for a welfare farm for boys, it closed the roads which lead to the south so that in actual fact, there is no legal access from these sections to the south. As you are aware, the Government abandoned the welfare farm scheme and disposed of the farm to an adjoining owner.

I wish to reiterate that Council is unable to see its way clear to accept control of the bridge and causeway as it has no funds available to maintain such structures.

Yours faithfully,

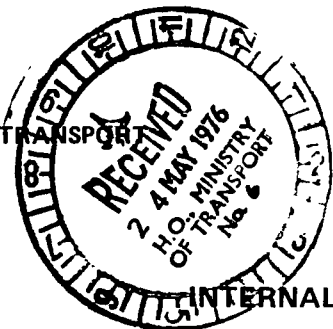
N.R. Tyler,
County Clerk.

NRT:MP





MINISTRY OF TRANSPORT



HRC 54/1/51

MOT 5

Our Ref.: ~~54/19/27~~

Your Ref.: 54/1/51

INTERNAL MEMORANDUM

To: HEAD OFFICE From: REGIONAL OFFICE, AUCKLAND
ATTENTION: S.E.O. HARBOURS Date: 20 May 1976
Subject: RANGITAHU ACCESS ROUTE, BRIDGE AND CAUSEWAY, RAGLAN HARBOUR

Your minuted memorandum of 14.5.76 to the County Clerk, Raglan County Council refers. The bridge and causeway at one end are opposite the end of Opoturu Road and join the land at the other side opposite what is probably a private access road which serves residents of the area. There is apparently no foreshore reserve and how a subdivision of this land was allowed which has no public access was a matter which was raised at the meeting with the residents on 16.12.75. No doubt the best solution to this matter will be that of the Local Authority assuming responsibility for both structures although this has been declined by the Raglan County Council.

To date I have not received any reply to my letter of 15.3.76, a copy of which was minuted to your office with your file reference 54/1/51 and the matter has been held on diary for the 21st of this month. The Council's letter of 28.4.76 could be a result of my request for a letter of comment from the Raglan County Council to accompany the plans when supplied.

A further request will now be made to the Group regarding plans of the structures.

(D. Greig)
for Regional Secretary

30, 6 76	see below
Initials:	DN
2/4 15/8/76	

14 May 1976

The County Clerk,
Raglan County Council,
P.O. Box 1,
NGARUAWAHIA.

Dear Sir,

RANGITAHU ACCESS GROUP:
BRIDGE AND CAUSEWAY - YOUR REF M1/2

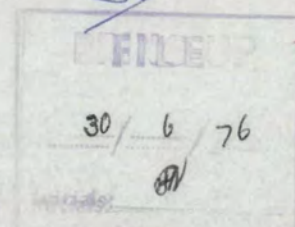
Thank you for your letter dated 28 April 1976.

Section 176 of the Harbours Act 1950 specifies that no structure may be erected on, in, over, through or across tidal lands or tidal waters without first obtaining the sanction of the Minister of Transport.

The existing bridge and causeway (Yeoman's Access) has not been sanctioned and my Regional Marine Officer at Auckland, to whom a copy of your letter is being sent, has asked the Rangitahi Access Group to submit plans of these illegal structures for approval pursuant to section 178 (b) of the Harbours Act 1950. Provided the structures meet the requirements of my technical advisers and the plans are approved, the structures will have to be licensed and the Raglan County Council would seem to be the appropriate authority to exercise control of the bridge and causeway. The favourable comments of the Council would be sought before any licence was issued by this Ministry in respect of structures sited on tidal land within the Raglan County.

I am not sure of the exact location of these structures part of which may be sited within the area of the Council's grant of control, and subject to its Bylaw No. 3.

The provision of access roads for residents of the area does not concern the Marine Division of this Ministry. Should the existing access way not meet the requirements of my technical advisers it will have to be either up-graded and licensed, or removed from the foreshore and bed of the channel, and the site resorted to its natural state.



Would you please address any future correspondence concerning this matter to the Regional Secretary, Ministry of Transport, Private Bag, Auckland to whom a copy of this letter is being forwarded.

Yours faithfully,



(F. Whyborn)
for Director

The Regional Secretary,
Ministry of Transport,
Private Bag,
AUCKLAND.

ATTENTION: Regional Marine Officer,


Your minuted memorandum 54/19/27 of 15 March 1976 refers.

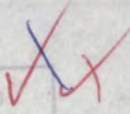
Copy for your information together with a copy of the letter under reply.

Would you please advise whether the terminals of the structures abut reserves or private land.



(F. Whyborn)
for Director

BRING UP
15.8.76
30/6 76
Initials: 



FILE HELD BY 148F 54/11/0
H+G

RAGLAN COUNTY COUNCIL

COUNTY CLERK

N. R. TYLER, B.COM., A.C.A., A.C.I.S.

COUNTY ENGINEER

R. B. MURRAY, B.E., M.I.C.E., M.N.Z.E.E.

COUNTY OFFICE - PHONE 8633

COUNTY CLERK (RES.) 8051

ENGINEER (RES.) 8716

REF. M 1/2



P.O. BOX 1
NGARUAWAHIA

28 April 1976

The Director,
Marine Division,
Ministry of Transport,
Private Bag,
WELLINGTON.

Dear Sir,

RANGITAHU ACCESS GROUP (YEOMAN'S ACCESS)

A letter has been received from Mr. C.F. Baker, Secretary of the Rangitahi Access Group seeking my Council's comments on a proposal by your Ministry to give consideration to the issue of a licence for a bridge and causeway across the Oporu Channel at Raglan.

I have been directed to advise that the Council cannot support and never has been able to support this proposal on account of the financial responsibility involved.

There is a small subdivision on the Karioi Riding side of the Oporu channel and the original access to that area was by way of a legal but unformed road from the south. The owners of the land purchased their sections with the full knowledge that it had no access to Raglan town. This small group, however, have over the years, built a causeway and constructed a bridge which gives them access except at flood tide.

On several occasions an approach was made to the Council to provide a proper road and bridge which would give access to the area at all states of the tide but this was rejected by the Council as financially impractical. On one occasion, the Council did make a grant of \$250 to the group to assist them and it was made clear that this was to be a final contribution.

Some years ago the area adjacent to this subdivision was purchased by the Crown for the establishment of a youth training school and at that time plans were actually drawn by the Ministry of Works for an access bridge. The project, however, was abandoned and the farm land sold to adjoining owners. While the Crown was the owner of that land it closed all internal roads on the property which denies legal access to these section owners to the south. Apparently they did not object to the closing of the road but in any event as the road was never formed and was over difficult country, it could not have been classed as practical access.

In view of the above, Council cannot see its way clear to support the proposal nor is it prepared to assume liability for the causeway and bridge.

Yours faithfully,

N.R. Tyler,
County Clerk.

NRT:MP



54/19/27

DG/KS

Telephone: 31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

15 March 1976

~~The Secretary,
Mr C. F. Baker,
Rangitahi Access Group,
Seaford Lodge,
Opoturu Road Ext.,
RAGLAN~~

Dear Sir,

BRIDGE & CAUSEWAY, OPOTURU INLET, RAGLAN HARBOUR

In reply to your letter of 8.3.76 and enclosed application form, please be advised that this Ministry cannot give a decision in this matter until the plans and papers listed on the form are supplied for consideration. These are;

1. Plans in duplicate of the bridge and causeway.
2. Duplicate location sketches.
3. One Lands & Survey Map of the N.Z.M.S. 177A series with the site indicated thereon.
4. Letter of comment on the proposal by this Ministry to give consideration to the issue of a licence from the Raglan County Council.

The above are the minimum requirements to gain consideration and the type of plan required was advised at the time of the visit by the Regional Marine Officer and myself.

The matter of access by dry land is not within the responsibilities of this Ministry and no doubt the property owners were aware of the difficulties with regard to access when giving consideration to purchase.

As consideration can take some little time it would be in your interest to facilitate the supply of the plans and papers at your earliest convenience.

Yours faithfully,

(D. Greig)
for Regional Secretary for Transport

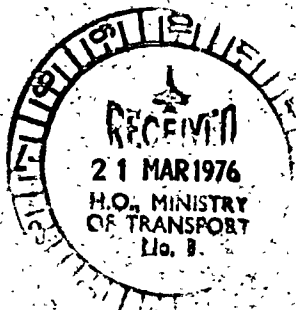
HEAD OFFICE

ATTENTION: S.E.O. HARBOURS

Copy for your information. Your memorandum 54/1/51 CEO(M) of 13.1.76 refers. Also my report to your office of 19.12.75.

Enclosed is a copy of a submission received with a structural application form M 1209, no plans accompanied this correspondence.

Failing some response on the part of the residents it might be that some approach be made to the Raglan County Council to assume responsibility for the footbridge and causeway which is a facility for ratepayers of the County, who must have been aware that land was being subdivided and sold which had no legal access which I think is a requirement in a Council approving land subdivisions.



✓ Encl.

(D. Greig)
for Regional Secretary

A handwritten signature in dark ink, appearing to read "D. Greig".

Hold for B/O below

Cont...

c. TEMPORARY RESIDENTS

Mr and Mrs E Small.

Mr and Mrs L Giles.

Mrs Carroll.

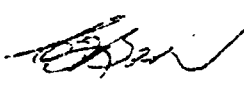
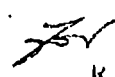
These residents are on the same basis as b. above and while Mrs Carroll has only recently purchased a section and intends to build her plans are now in doubt. In the present circumstances should approval not be granted and sales were forced considerable financial loss could be expected to all parties.

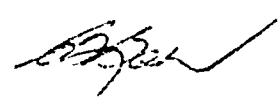
Finally we would like to submit that should the claim be disallowed:

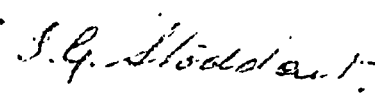
- i. We would be left with no access, as the approval of the subdivision by the Lands and Survey Department and incorporated in the Raglan County Council area with Paper Road access would become an isolated block of land through the closing of the Paper Road after the subdivision approval.
- ii. The four school children would not be able to attend the Raglan District School could have to enter into Correspondence classes, (providing some way of getting to Letter Box could be used). If sent to Boarding School severe financial hardship would be experienced.
- iii. Access for Fire and Medical reasons would be non-existent.
- iv. Employment possibilities would also be non-existent.

Trusting favourable approval be given in this seemingly desperate situation.

Yours faithfully



RANGITAHU ACCESS GROUP.

Secretary: CF BAKER 

Chairman: IG STODDART. 

Cont...

Without the Causeway access the farming area of approximately 350 acres would not be a viable productive unit unless unlimited finance was available to form an Entry/Exit Road to the farm. It is appreciated this is deductible as a Tax Concession as Developmental Expenditure but the two way concern would be loss of profits for Tax purposes and loss of income for the Farmer.

b. Permanent Residents.

Mr and Mrs I Stoddart and family.

Mrs B Warnford and family.

Mr C Baker.

Mr D Squibb.

Each of the permanent residents purchased their properties in good faith understanding that the Causeway was an approved access way, this was more than considered correct in that negotiations in the past by prior Residents with the Raglan County Council (acting as Harbour Board) had ended when a 1 for 1 subsidy to upgrade the Causeway being offered had not been accepted and the Raglan County Council had then made a final offer of \$250.00 of fill only to upgrade the Oporu Road End.

In that the Raglan County Council (as the Harbour Board) had entered into - considered - and supplied fill to every intent and purpose confirmed the acceptability of the access.

I would stress at this point that although the Paper Road through the farm had been talked about over the years it was not until after the visit of yourselves that we were really made aware that this no longer existed.

Obviously the Crown had closed and sold the only legal access to the Residents.

Without the Causeway the Residents would have no other access as it can not be construed in any way that access could be by water, as your own Photographs held clearly show that the estuary empties completely except for two small channels created by stream water coming from the upper reaches..



54/19/27

'SEAFORD LODGE'
Opotoru Road Ext,
RAGLAN.

8 MARCH 1976.

Marine Division,
Ministry of Transport,
Northern Regional Office,
Private Bag,
AUCKLAND 1.

ATTENTION MR D GREIG

BRIDGE AND CAUSEWAY, OPOTORU INLET, RAGLAN HARBOUR

Dear Sir,

I enclose an application for a permit in respect of the existing Bridge and Causeway as discussed previously on behalf of the group known as Rangitahi Access Group.

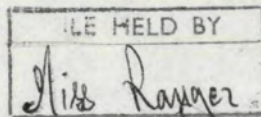
As further points probably need clarification we make the following submission.

1. As is understood there has been a Causeway in existence for approximately 100 years originally this was created with fascines and led to the farm property then known as 'Rangitahi'. Part of these fascines can still be seen.
2. The Parties who own and occupy properties on the Point are shown in three groups.
 - a. Owner and Occupier of Farmland.

Mr and Mrs Strawbridge.

The farmland now operated by Mr and Mrs Strawbridge originally was part of three separate farms. The last farm purchased and added to their existing holdings was sold to the Strawbridges by the Crown as the land had previously been designated for a Detention Centre which did not come into existence. At the time of purchase the section owners had an access across the farm by way of a Paper Road but the Crown (in it's wisdom or not) closed the Paper Road and incorporated it (at a price) in the farm area. The sale of the particular Block made stress that there was a way out for the farm through another farm but this if it exists is almost an impossibility.

The farm is therefore reliant on the Causeway and more so now as Mr Strawbridge has sold one of the original properties, and is negotiating selling the second of such as his sons have now ceased to assist him and the total Farm property is beyond his single handed capabilities.



DG/KS

Telephone: 31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

22 January 1976

Mrs E. J. Carroll,
97A Poaka Avenue,
HAMILTON

Dear Madam,

BRIDGE & CAUSEWAY, OPOTURU INLET, RAGLAN HARBOUR

A copy of your letter to the Secretary, Marine Department, Ministry of Transport, Wellington, regarding the footbridge and causeway at the Opoturu Inlet has been referred to this office.

A visit to this area was made on 16.12.75 and investigations to construction and ownership of the structures was made. It is understood that the owners of the properties for which the above structures serve as access are Messrs Strawbridge, Squibb, Baker, Snell, Giles, Warnford and Stoddard, of which residents Mr Baker who resides at Seaford Lodge acts as Secretary for the residents.

Previous investigations into the construction of both the footbridge and ramp shows that no consideration or approval was given by the then Marine Department to construction and that the Raglan County Council have no interest in the structures and the matter of legalization devolves on the present owners of the adjacent land.

Resulting from the meeting it was understood that the residents would in the near future supply this Ministry with "as built" plans of the structures or plans showing an upgraded causeway and bridge. At this point the matter rests and if plans are not received by the end of March of this year further correspondence will be taken up through Mr Baker making enquiry regarding their decision whether the present structures are to be referred for consideration or upgraded.

Yours faithfully,

(D. Greig)
for Regional Secretary for Transport

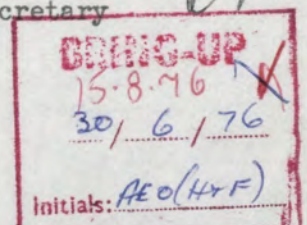
HEAD OFFICE
ATTENTION: S.E.O. HARBOURS

Your memorandum 54/1/51 CEO(M). Copy for your information. During our meeting with some of the residents on the site we were not aware of the interest of Mrs Carroll in this matter and it might be that although she is not a resident of the areas served by the bridge and causeway, she may own property adjacent the River above the existing structures.

Mrs Carroll is obviously writing
on behalf of the residents - probably
at the request of Mr Baker the
so-called Secretary



(D. Greig)
for Regional Secretary



GSM:PBH

54/1/51 CEO (H)

The Regional Secretary,
Ministry of Transport,
Private Bag,
AUCKLAND.
Attention : Regional Marine Officer

HEAD OFFICE
13 January 1976

Reference your memorandum of 19 September 54/19/27 and our request of 10 November. Mrs Carroll has written in and I enclose a copy of her letter. We can find no record of approval for this structure and by all accounts if approval for the footbridge was sought now it would be declined on the grounds that it was not sufficiently strong.



(G.S. Milne)
for Director, Marine Division

see b/u below



13 January 1976

Mrs E.J. Carroll,
97A Poaka Avenue,
HAMILTON.

Dear Madam,

I refer to your letter of 13 November in which you asked whether formal application under the Harbours Act and the Public Works' Act was necessary before you carried out improvements to the existing causeway and footbridge which are an extension of Opoturu Road.

From our records it seems that neither the causeway nor the footbridge have been approved under the Harbours Act. Needless to say they should have been. They appear to be illegal structures.

To get approval for the structures plans would need to be submitted and fully examined to make sure that the works were sufficiently strong, did not unduly interfere with or constitute a danger to navigation and were not contrary to the public interest.

Proper plan approval can still be sought - there is no guarantee it would be obtained.

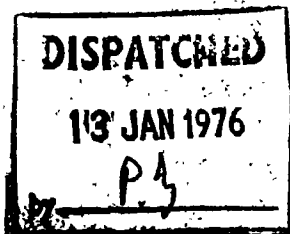
There is no requirement under the legislation for a person carrying out repair work on an existing structure to seek approval under the Harbours Act but if the proposed "repair work" does anything to ^{interfere} ~~interfere~~ with the public right of navigation or the public interest it does require plan approval.

I am sending a copy of this letter to the Regional Marine Officer, Ministry of Transport, Auckland who will probably contact you direct on this matter.

Yours faithfully,


(G.S. Milne)

for Director, Marine Division





140 12 54/1/51

MOT 5

Our Ref.: 54/19/27.....

Your Ref.: 54/1/51.....

INTERNAL MEMORANDUM

To: HEAD OFFICE..... From: REGIONAL OFFICE, AUCKLAND.....

ATTENTION: S.E.O. HARBOURS..... Date: 19 December 1975.....

Subject: ACCESS BRIDGE AND CAUSEWAY, OPOTURU INLET, RAGLAN HARBOUR.....

Your memorandum of 10.11.75 refers. The area was visited on 16.12.75 and investigations into the construction and ownership of the bridge and causeway were made.

The owners of the properties for which the above structures serve as access are Messrs Strawbridge, Squibb, Baker, Snell, Giles, Warnford and Stoddard, of which group Mr Baker, who resides at Seaford Lodge, Opoturu Road extension, Raglan, acts as Secretary for the residents.

Previous to the sale of the property to Strawbridge there was a paper road which gave the property access to a County Road. During the time this land was in the ownership of the Department of Health the paper road was closed and added to the property by the Ministry of Works. The property was then assumed by Mr Strawbridge and at that time the only access was via the causeway which according to information has been in existence since the late 1800s at which time a settler resided on the property which was described as The Oaks.

As you are aware from copies of correspondence previously relayed to your office the causeway has been subject to rebuilding to give longer access on the tidal cycle. The present bridge was rebuilt some two years ago on the site of the previous bridge. The constructor of whom was unknown but may have been the Ministry of Works.

From the conversation with Messrs Squibb, Baker and Giles and from correspondence examined received by the residents from the Raglan County Council it appears the Council has no interest in the ownership of either the bridge or the causeway and application forms were left with the residents on the understanding that in the near future they would present this Ministry with plans of the structures in their present condition or plans showing an upgraded causeway and the bridge. These will be referred to your office in due course.

The River at this point although having a fair volume of water is not navigable by any vessel larger than a dinghy as on the falling tide much of the area runs dry. It was also observed that on the falling tide there is at least a 10 knot current down what could be considered the main channel. This would make navigation difficult.

It is understood that the owners of the property have been in correspondence with your office and the reply was sent by your office on 13.11.75 referring to file 54/1/51. No copy of this letter was received by this office.

No. Letter from residents (Mrs Carroll) sent on 13/11/75.
Reply referring copy to RMD crossed with this memo.

(D. Greig)
for Regional Secretary

FILED BY
H/F

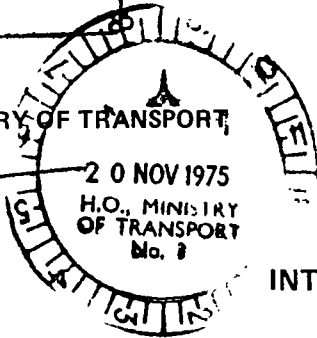
142 F

54/1/51

MOT 5



MINISTRY OF TRANSPORT



Our Ref.:54/19/27.....

Your Ref.:54/1/51.....

INTERNAL MEMORANDUM

To: HEAD OFFICE..... From: REGIONAL OFFICE, AUCKLAND.....

ATTENTION: S.E.O. HARBOURS..... Date: 17 November 1975.....

Subject: ACCESS BRIDGE AND CAUSEWAY, OPOTURU INLET, RAGLAN HARBOUR.....

Your memorandum of 10.11.75 refers. To date owing to pressure of work in this office I have been unable to inspect this area again but will do so at the first opportunity and hopefully before the Christmas period.

(D. Greig)
for Regional Secretary

H8F 54/1/51



97A Poaka Ave,
HAMILTON.

13 November 1975

The Secretary,
Marine Department,
Ministry of Transport,
Private Bag,
WELLINGTON.

Dear Sir,

I am writing on behalf of the owners and occupiers of sections situated across an existing causeway and bridge, being an extension of Opoturi Road, Raglan Township.

In February 1969, the Ministry of Works, on behalf of the Department of Education, made application to construct a new causeway for the purpose of connecting the Proposed Child Welfare Training Centre with the Raglan County Rooding System. The Marine Department replied on 14 August 1969, file ref: M 54/1/51 to the effect that there would appear to be no reason why the scheme should not be approved. However, the Training Centre development was not proceeded with and the land reverted to the Crown who subsequently disposed of it to Mr A. Strawbridge.

In 1968 the paper road along the foreshore of the properties, and also the road passing through the centre of the development block and connecting with Te Hutewai Road were closed, and were not re-opened when the property was transferred to Mr Strawbridge. Thus, the only access left for the owners of the sections on the peninsula, apart from by sea, is by way of the existing low-tide causeway and the adjacent footbridge. The County, rightly or wrongly provided one load of fill and stated that this was their final contribution and the residents must henceforth maintain the accessways. This we are prepared to do. No major construction is anticipated, only the addition of an extra culvert and the building up of the southern end of the causeway to the level of the remainder in order to make it at least passable for the smaller cars which will be using it, and general maintenance work on the adjacent footbridge.

Could you please advise whether formal application under the Harbours Act and the Public Works Act is necessary before these improvements are undertaken, in view of the fact that this is only to be an upgrading of existing structures.

Yours faithfully,
E. Carroll
E. J. Carroll Mrs)

54/1/51

54/19/27

The Regional Secretary,
Ministry of Transport,
Private Bag, AUCKLAND
Attention: D. Greig

HEAD OFFICE

10 November 1975

ACCESS BRIDGE AND CAUSEWAY : OPOTURU INLET, RAGLAN HARBOUR

I refer to your memorandum of 19 September 1975.

Would you please advise this office the current position concerning the access bridge and causeway which were shown in the photos forwarded with your memorandum of the above date.

gpc

T.E. Law
for Director, Marine Division

DISPATCHED	
10 NOV 1975	
by	P.2
112176	
Initials:	<i>gpc</i>

✓



MINISTRY OF TRANSPORT



INTERNAL MEMORANDUM

MOT 5

Our Ref.: 54/19/27
Your Ref.: 54/1/51

To HEAD OFFICE
ATTENTION: S.E.O. HARBOURS
From REGIONAL OFFICE, AUCKLAND
Date: 19 September 1975
Subject: ACCESS BRIDGE AND CAUSEWAY, OPOTURU INLET, RAGLAN HARBOUR

... Please refer to my memorandum of 22.8.75. Enclosed please find photographs showing bridge and causeway structures at present subject to investigation. A search of our records show that these structures are situated on Crown land and further investigation regarding the ownership of the bridge structure and causeway will be undertaken at the first opportunity.

(D. Greig)
for Regional Secretary

✓ Encl.

9/10 below
HCC.





TEL:MH

54/1/51

54/19/27

Regional Secretary
Ministry of Transport
Private Bag
AUCKLAND

HEAD OFFICE

17 September 1975

ACCESS BRIDGE AND CAUSEWAY : OPOTURU INLET, RAGLAN HARBOUR.

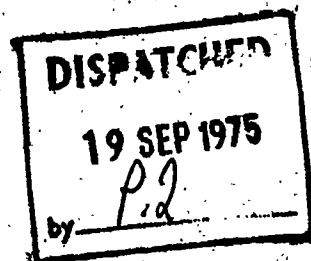
Attention: Mr. D. Greig

I refer to your memorandum of 22 August 1975.

I wish to advise that there has been no further correspondence received on the above causeway since my memorandum to you on 8 September 1969. There is, however, previous correspondence which has been forwarded to you, namely, correspondence on 25 March 1969 addressed to the Secretary, Raglan Harbour Board.

hec

(T.E. Law)
for Director, Marine Division



*B/u below
hec*



MINISTRY OF TRANSPORT



INTERNAL MEMORANDUM

142 E 54/1/51

MOT 5

Our Ref.: 54/19/27

Your Ref.: 54/1/51

To: HEAD OFFICE
ATTN: S.E.O. (Hbrs)
From: REGIONAL OFFICE AUCKLAND
Date: 22 AUGUST, 1975
Subject: ACCESS BRIDGE AND CAUSEWAY - OPOTURU INLET - RAGLAN HARBOUR

Please refer to my minuted memorandum of 18/8/75 to the County Clerk, Raglan County Council.

Please find enclosed a photocopy of the reply received to my enquiry. It would appear that this causeway is that mentioned in the letter of the Secretary of Marine dated 25/3/69 file 54/1/51.

While it would appear that on my next visit to the area steps can be taken to allow consideration of the access bridge, which appears to have been rebuilt at a recent date, photographs of which will be referred to your Office when developed, the matter of the causeway will require further local enquiry, unless it was constructed by the Ministry of Works on behalf of the Department of Education prior to the sale to private persons who would now appear responsible for bridge and causeway.

Please advise if there is any recent information on your file since 8/9/69.

✓ Encl.

D. Greig
for Regional Secretary

54/19/27

RAGLAN HARBOUR BOARD

SECRETARY:
N. R. TYLER,
B.COM., A.C.A., A.C.I.S.

P.O. BOX 1
NGARUAWAHIA

TELEPHONE 8633
NGARUAWAHIA
RAGLAN WHARF PHONE
121 RAGLAN

R 2/20/2

20 August 1975

The Regional Secretary for Transport,
Marine Division,
Ministry of Transport,
Northern Regional Office,
Private Bag, AUCKLAND 1.



Dear Sir,

ACCESS BRIDGES AND CAUSEWAY - RAGLAN HARBOUR

In reply to your 54/19/27 of 18 August 1975 regarding the above, I have to advise that this causeway is locally known as Yeoman's Access and has been in existence for so long that its origin is now unknown.

Apparently, many years ago a subdivision consisting of a few sections was approved by the Lands & Survey Department who then dealt with all scheme plans, on the Karioi Riding side of the estuary. The farm on the Karioi side was owned for a long period of time by one Mr. Yeoman, hence the causeway became known as Yeoman's Access. In 1962/63 Council, at the urgent request of land owners on the Karioi riding side, made application for a roads vote from the Government to put in a proper road and bridge and in the roads vote estimates for 1963/64 an item was included, name Yeoman's Access Bridging, of £1,125 on a 1:1 basis to commence this work. The Council was unable to see its way clear to accept this money as the normal subsidy for backblocks access was 3:1 and Council was not in a financial position to expend money on a 1:1 basis. The vote was, therefore, declined. The total cost of the work was then estimated at \$26,000 (£13,000).

In 1968 Mr. Yeoman sold his farm to the Child Welfare Division of the Department of Education and the Department proposed to establish a child welfare farm on the property. The Ministry of Works was commissioned by the Department of Education to build a causeway and bridge and plans were actually prepared and referred to this office for comment by the then Marine Department before approval was given under Section 178 (b) of the Harbours Act 1950. Eventually the Department of Education abandoned the proposal and sold the property to private owners who had access to the south.

The causeway has never been under the control of the Raglan County Council but in 1971 the ratepayers across the Omahina Creek petitioned the Council for assistance towards the cost of improving the access. The Council made a contribution of \$250 towards the cost of raising the first section with the proviso that this was to be a final contribution from the Raglan County Council. The causeway is therefore looked upon as a private one and is maintained by the section owners on the Karioi Riding shore.

On one occasion the Engineer was requested to report on this causeway and his report is as follows:

"The existing access from the end of Smith Street is by means of a footway constructed above high water mark and built of extremely light planking on Manuka piles. The structure is in such a state that were it the responsibility of the Raglan County Council to maintain, I would recommend its immediate demolition.

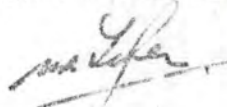
Vehicle access is by means of a causeway which is covered at the top half of the tide. There is a bridge which appears to be reasonably adequate for light traffic and approximately 50 yards of high level causeway. The total length from bank to bank is approximately 200 yards."

Neither the Harbour Board nor the Council can assume any responsibility for this structure and it is not known if authority was ever given by the then Marine Department for its original construction.

I enclose a copy of a letter from the Marine Department dated 25 March 1969 which refers to a bridge which the Ministry of Works proposed to build for the Department of Education and also a copy of a plan of the area showing the approximate position of the causeway.

A letter has also been received from a Raglan resident which will be placed before the Harbour Board at its meeting on 25 August 1975 relating to this structure and in all probability, the writer is the same person who wrote to your office.

Yours faithfully,



N.R. Tyler,
Secretary.

NRT:MP

Encl:

54/49/27 54/1/51

DG/KS

Telephone: 31-656

Northern Regional Office,
Private Bag,
AUCKLAND 1

18 August 1975

The County Clerk,
Raglan County Council,
P.O. Box 1,
NGARUAWAHIA

Dear Sir,

ACCESS BRIDGES AND CAUSE WAY, RAGLAN HARBOUR

Resulting from a complaint of a resident at Raglan a site investigation was recently made and it was found that from the end of Opoturu Road across to a property owned by a Mr Strawbridge and others, a bridge had been constructed along side which there is a cause way which is apparently submerged in part at high tide.

During my visit it was noticed that there are other access bridges in the Raglan Harbour and any information you can advise this office regarding the persons responsible for their construction and the construction of the cause way and any authority obtained would be gratefully received by this office.

It would appear that the complainants fears were due to a local rumour that the height of the cause way was to be raised which would effectively block navigation into the Creek.

BRING-UP
3/11/75
Initials: D.C.

Yours faithfully,

(D. Greig)

for Regional Secretary for Transport

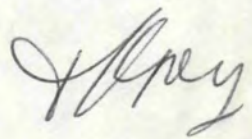
HEAD OFFICE
ATTENTION: S.E.O. HARBOURS

Your file reference 54/1/51 may refer. Resulting from a complaint during a recent visit to Raglan Harbour area it was found that running across an arm of the Raglan Harbour there is a causeway which is semi-submerged at high tide. Along side this cause way there is a foot bridge which connects Opoturu Road with a property owned by Mr Strawbridge and several others.

It is noted that correspondence relating to the above file dated 25.3.69 and 8.8.69 mentioned the construction of a cause way and it would appear that this proposal was abandoned according to your advice of 8.9.69.

The opportunity to enquire regarding several other foot bridges across Raglan Harbour has been taken at this time as it could be that these have been placed without consideration.

You will be kept advised of developments in due course.



(D. Greig)
for Regional Secretary

M54/1/51

8 September 1969

The District Officer,
Marine Department,
P.O. Box 1254,
AUCKLAND.

MINISTRY OF WORKS - BRIDGE AND
CAUSEWAY - OPOTORU RIVER, RAGLAN
HARBOUR

Further to my minuted memorandum of
25 March 1969 the District Commissioner of
Works, Hamilton has now advised that this
scheme has been abandoned and that no further
action is required.

R. N. KERR
Secretary for Marine

per: 

(R. P. Taylor)

XXX
10142





MINISTRY OF WORKS

Telephone: 65099

~~PO-BOX~~
Private Bag
HAMILTON

27 August 1969

The Secretary for Marine,
T & G Buildings,
Grey Street,
WELLINGTON.



Attention Mr R.P. Taylor

PROPOSED BRIDGE AND CAUSEWAY
OPOTORU RIVER, RAGLAN HARBOUR

Your memorandum M 54/1/51 of 14 August 1969 refers.

Since sending you my memorandum of 20 February the Education Department has decided that it no longer wishes to proceed with the development of the Child Welfare Training Centre at Raglan.

As a result we will not now be required to construct the access bridge and no further action is required on this project.

R.E. Hermans
District Commissioner of Works

Per:

D.T. Umbers

(D.T. Umbers)



14 August 1969

The District Commissioner of Works,
Ministry of Works,
Private Bag,
HAMILTON.

PROPOSED BRIDGE & CAUSEWAY -
OPOTORU RIVER, RAGLAN HARBOUR

Your memorandum P.W. 36/3/1/10 of 20 February 1969 enclosing plan H.R. 1436 refers.

There does not appear to be any reason at present why this scheme should not be approved, either in principle or formally under section 178 of the Harbours Act 1950 (I notice that the plan is entitled "preliminary design") but the County Clerk of Raglan County Council, who is also Secretary of Raglan Harbour Board, within whose harbour limits the causeway will be, has advised that "a definite statement has been received from the Department of Lands and Survey that the property is now to be sold as is and no provision will therefore be made for upgrading of the causeway."

If this is so it would appear that the scheme has been abandoned and that this department's approval will not therefore be required.

If the scheme is to proceed however the Minister of Marine's consent will be required under section 29 of the Public Works Amendment Act 1948 for the taking of the harbour bed to be covered by the causeway and bridge, for roading purposes.

In this case the correct procedure is to submit a large scale plan in duplicate, to show the area to be taken for road colour prominently. The Minister's consent is then sought to the taking of the bed for roading and at a later date construction plans in duplicate are required for approval under the Harbours Act 1950 before the work commences.

Please advise if the scheme is to proceed and if so submit plan for the Minister's consent to proclaiming as road, or whether it is approval in principle which is required at this stage.

Blu 15.10.69 X
Mr Taylor.

R.N. KERR
Secretary for Marine
per:

(R.P. Taylor)

RAGLAN COUNTY COUNCIL

COUNTY CLERK

N. R. TYLER, B.COM., A.R.A.N.Z., A.C.I.S.

COUNTY ENGINEER

R. B. MURRAY, B.E., A.M.I.C.E., A.M.N.Z.I.E.

COUNTY OFFICE - PHONE: 8633

ENGINEER (RES.) - PHONE: 8716



P.O. BOX 1

NGARUAWAHIA

REF. L 1/3

30 April 1969

RECORDS
- 1 MAY 1969

RECEIVED

The Secretary for Marine,
P.O. Box 10142,
WELLINGTON.

Dear Sir,

Proposed Bridge and Causeway
Ministry of Works : Oporoturu River : Raglan Harbour

In reply to your M.54/1/51 of 25 March 1969 regarding a proposal by the Ministry of Works to construct a causeway and bridge on behalf of the Department of Education at Raglan, I have to advise that a definite statement has been received from the Department of Lands & Survey that the property is now to be sold as is and no provision will therefore be made for upgrading of the causeway.

In view of this my Council has no comments to make on the plan forwarded by your office but has expressed the opinion to the Department concerned that consideration should be given to constructing the bridge and causeway as was originally envisaged by the Department of Education.

Yours faithfully,

N.R. Tyler,
County Clerk.

NRT:MP

REPT
MD



M.54/1/51

6

25 March 1969

The Secretary,
Raglan Harbour Board,
p.o. Box 1,
NGARUAWAHIA

Dear Sir,

PROPOSED BRIDGE AND CAUSEWAY
Ministry of Works - Opotoru River, Raglan
Harbour

As you may be aware, the Ministry of Works intends to construct a causeway and bridge, on behalf of the Department of Education, across the confluence of the Omahuna Creek and Opotoru River in Raglan Harbour. The causeway and bridge will provide access to the department's property and to other properties on the peninsular.

Enclosed is Ministry of Works plan HR1436 (sheet 1 of 1) showing the proposed works and as the area is within your harbour limits and the foreshore on the western end of the causeway is controlled by the Board, the proposed is referred to you for your comments, before this department's approval under section 178(b) of the Harbours Act 1950 is given.

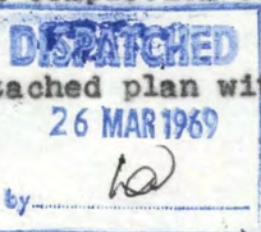
It is understood that the causeway will be taken over by you in your role as Raglan County Council, for future maintenance.

Ministry of Works will be asked to demolish the existing footbridge and causeway on completion of the new causeway and bridge.

Please return the attached plan with your comments.

Blu 14.5.69

Mr Taylor



Yours faithfully,

R. N. KERR
Secretary for Marine

Per:

(R. P. Taylor)

The District Officer,
Marine Department,
P.O. Box 1254,
AUCKLAND

Encl.

Copy for your information. No previous correspondence
The D.C.W. Hamilton submitted the preliminary plan
H.R. 1436 direct to this office.

R. N. KERR
Secretary for Marine
(R.P.Taylor)

Per:

Subject:

Department:.....

File No.

To—

Capt. E. Boyach.

Re folio 4.

Resident Engineer H.O.W.
advises clearance of nearly 6 ft-MHWS
(* folio 2)

Plans show clearance of
4.8 ft. MHWS.

I consider that the 4.8 ft
clearance is adequate in this
instance.

①

However, the bridge is
within the Raglan Harbour limits
and the comments of the Harbour
Board should be obtained before
the Dept. gives approval.

②

It is not clear what is
to happen to the old footbridge
and causeway. These should
be demolished in way of the new
bridge at least. We will need
to know what remains, if anything
as it may require marking.

③

I do not consider that the
new bridge warrants marking.
Notification required
on completion.

Noted then:

Approved and

please note ①, ② and ③ alone

3/10/69

21/3/69

Stanning
21.3.69.



N/F

IN REPLY PLEASE QUOTE

4

P.W. 36/3/1/10

MINISTRY OF WORKS

Telephone: 65099

EO=BOX

Private Bag,
HAMILTON.

20 February 1969

The Secretary of Marine,
Marine Department,
P.O. Box 10142,
WELLINGTON.



CHILD WELFARE TRAINING CENTRE, RAGLAN :
PROPOSED BRIDGE AND CAUSEWAY

This Department has been requested by the Department of Education to construct a new causeway and bridge connecting their training centre with the Raglan County roading system.

... The causeway will cross the estuary of Raglan Harbour into which
... the Omakina Creek drains. The accompanying plan H.R.1436 shows the
... location and the details of the proposed scheme. Also enclosed is
design report for this proposal giving our assessment of flows under
the proposed bridge.

Would you please approve the construction of the bridge and
causeway as indicated in the preliminary design plan.

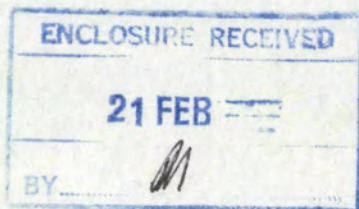
R.E. Hermans
District Commissioner of Works

Encl.

Per:

D.T. Umbers

(D.T. Umbers)



Nautical Adviser

Have you any comments
please? *25/2*

leupd Larry!
comments
hse.
21/2/69
25/2/69

Note: Minister of Marine's
consent to proclaiming
area as road will
be required.

24/3/69



36/3/1/10

MINISTRY OF WORKS

Telephone: 59-033

P.O. BOX 1215
HAMILTON

11 November 1968

CHILD WELFARE TRAINING CENTRE : RAGLAN : PROPOSED BRIDGE AND CAUSEWAY

DESIGN REPORT

REQUIREMENTS :

The Department of Education have purchased a property on a peninsula of land in Raglan Harbour for use as a child welfare training centre and require access to the property across a tidal creek. Access will be required at all states of the tide and it will also be necessary to provide for navigation of small boats into the upper part of the creek. The causeway will provide access to several other properties on the peninsula and it should be constructed to a standard suitable for the County to take it over and maintain it.

EXISTING STRUCTURES :

Access at the moment consists of a very lightly constructed footbridge in a dangerous condition which is only rarely used but which can be used at all states of the tide and a causeway and improvised bridge which is covered at half tide. It will then be necessary for this causeway to remain in use until the new facility is available. Accordingly, it is proposed to build the new causeway and bridge adjacent to the existing causeway, the width generally to be single lane with one passing-bay on the causeway.

HORIZONTAL ALIGNMENT :

On the causeway itself it has been possible to incorporate a 35 m.p.h. curve with transitions, on the landing on the western end the 280 foot radius curves to suit the internal roading on the Child Welfare property but this could be improved at any time if required. The vertical alignment is fixed by the need for economy in the causeway construction coupled with a necessity for providing head room for navigation under the bridge and is a sag curve throughout except where it joins the existing road at the eastern end. The maximum gradient is 1 in 10.

SITE and WATERWAY :

Where situated the causeway will cut off about 70 acres of water at high tide. As the tide falls this area of water will reduce rapidly and the creek dries out at about quarter tide. The results obtained from a tide gate set up on the site agree sufficiently accurately with the predictions in the tide tables and calculations indicate that a maximum discharge of about 1,500 cusecs can be expected as the result of tidal flow at about three-quarter tide. In addition, there is a catchment area of 760 acres above the creek. In a "ten year" storm this would produce an additional discharge of about 400 cusecs but it is not considered that this would add to the flow under the bridge as, presumably, the water level would back up equally on each side of the causeway.

FOUNDATIONS :

Test bores have been taken along the length of the proposed causeway and indicate that andesite rock can be expected at depths varying from three to eleven feet below the surface of the silt in all cases. The rock has been proved to a depth of 20 feet at the bridge site.

PROPOSALS :

Several schemes were investigated and these were :

1. Provision of a culvert or a series of culverts
2. One single simply supported span *bridge*
3. A multi span bridge

Investigation of (1) indicated that a battery of twelve 5ft diameter culverts would be required or else twin 10 x 10 box culverts. These would not provide satisfactory clearance for navigation and in any case would be more expensive than the provision of a bridge. In order to keep stream velocity down to about 6 ft per second a bridge having a clear waterway span of 60 ft will be required. As good foundation conditions will be encountered a three span bridge would cost about the same as a single span bridge if constructed in prestressed concrete. A three ~~span~~ bridge shows considerable economy overall as the height of the approaches can be considerably reduced below that required for a single span bridge to provide the same clearance for navigation. Owing to the high maintenance cost a steel bridge is not considered advisable in this coastal area. The design selected consists of two 20 ft approach ~~spans~~ with a centre span of 25 feet. Each span to consist of five pretensioned hollow units 3 ft wide. Foundations will consist of 4 foot internal diameter tubes sunk by internal excavation to the solid rock and filled with concrete. 2ft 6in clearance has been allowed above design flood level which will give a clearance of nearly 6 feet above high water ordinary spring tide. Details of the proposal are shown on the drawing HR.1436.

D.J. Fendall
Resident Engineer

Per: *C.N. Campbell*

(C.N. Campbell)

Wide format was located here in this file

To view the wide format image(s) please go to the end of this document

The numbers listed below are also on the wide format image(s) that belong here

2422

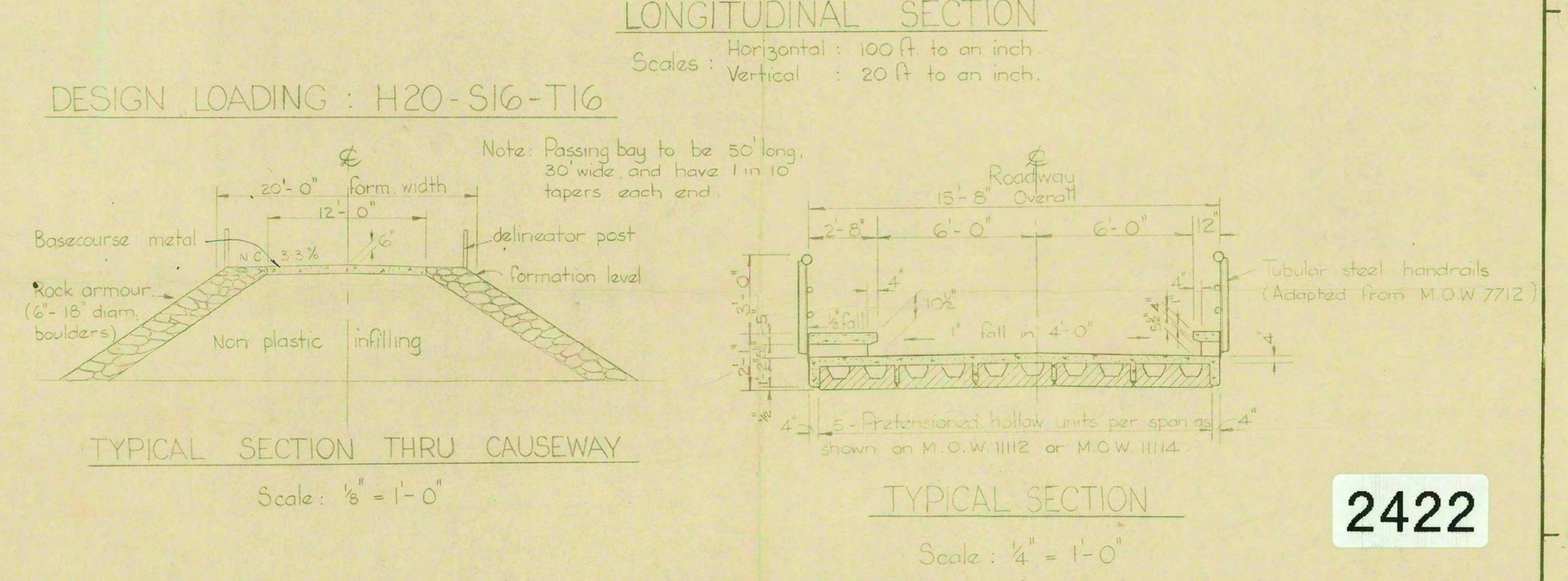
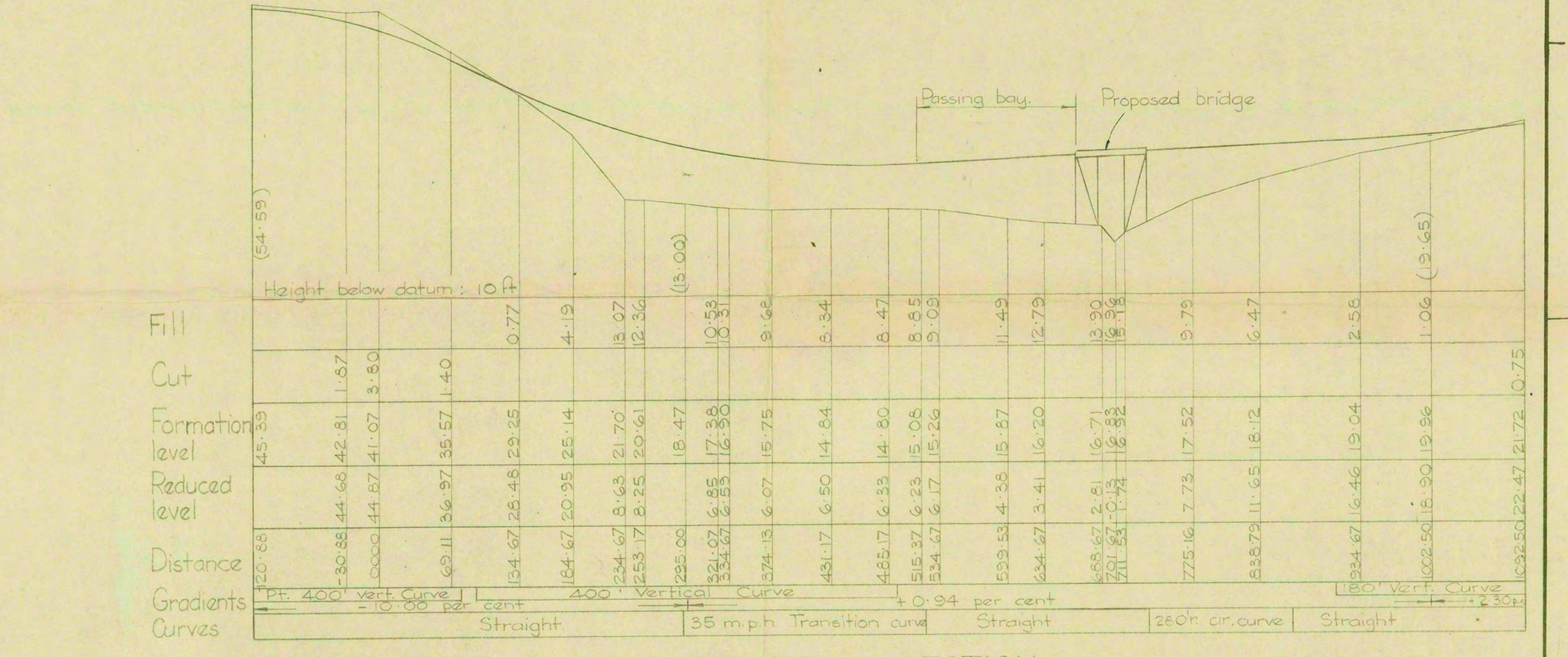
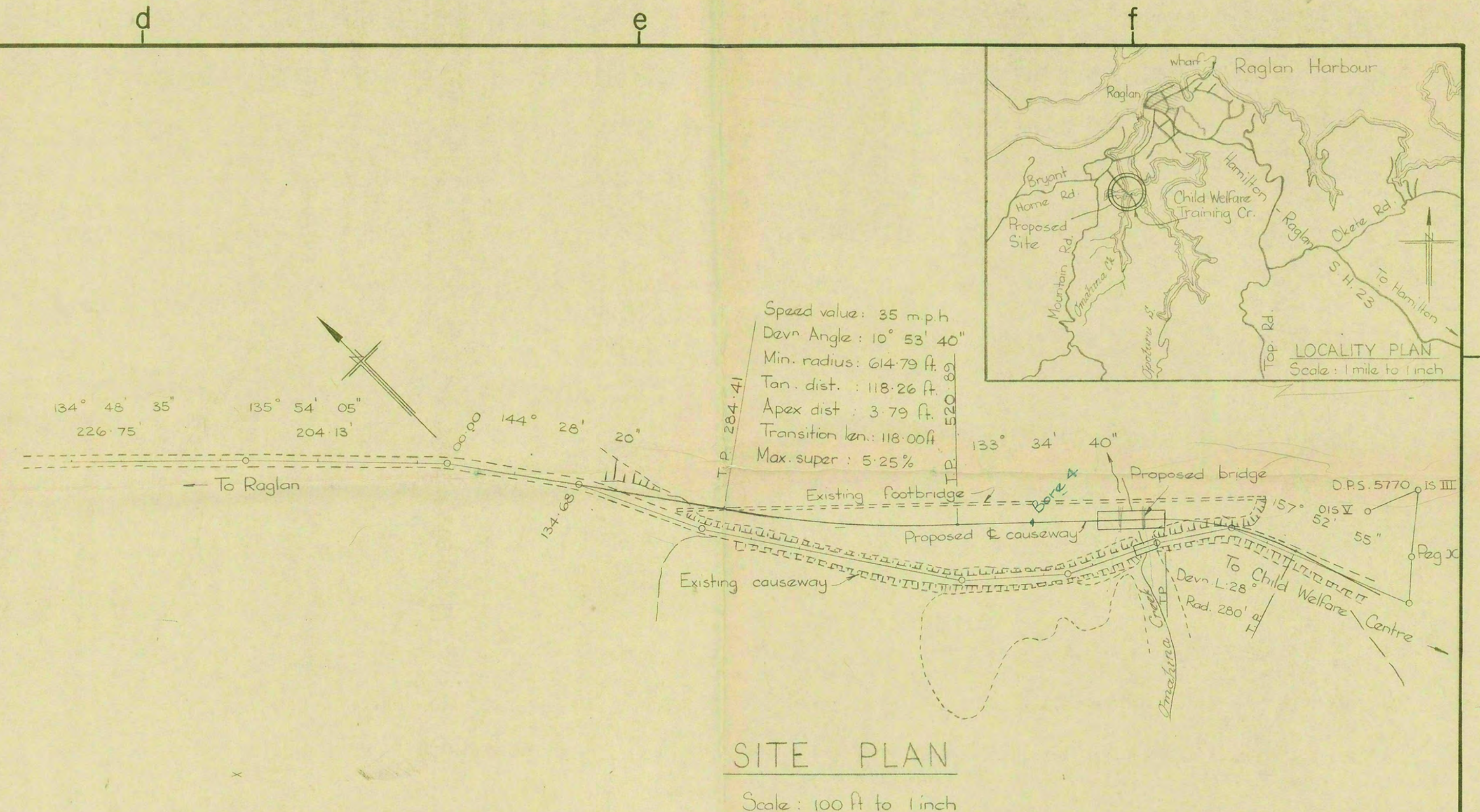
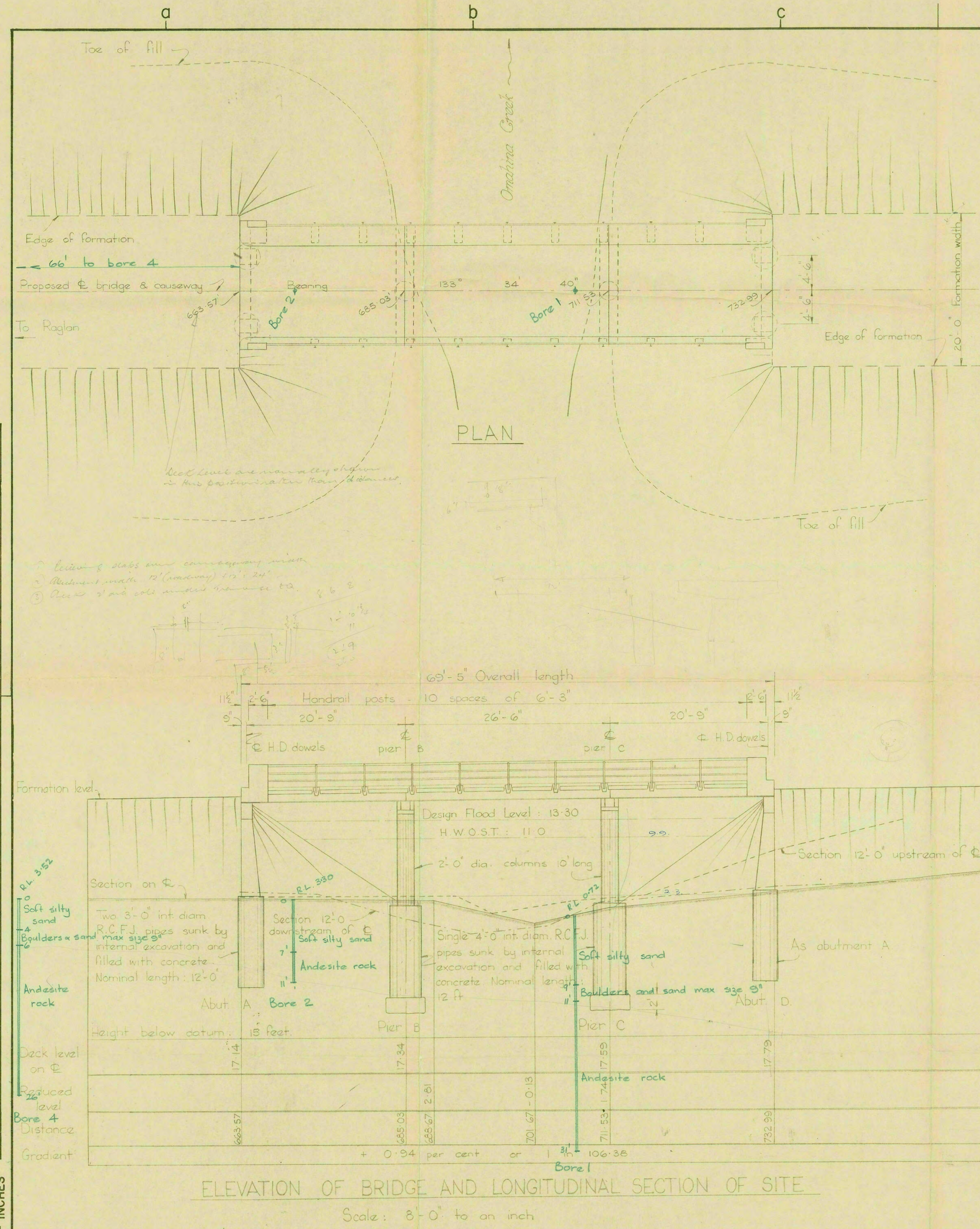
4-

3-

2-

1-

ORIGINAL SCALE OF INCHES



AMENDMENTS	BY	APP'D	DATE	RECOMMENDED:	NAME	DATE	ORIGINAL SCALES	ISSUE NO:
				Resident Engineer: Hamilton	Drawn	3-68	As shown	
					Traced	3-68		SHEET NO
				APPROVED	Dr. Checkd	3-68		
					Designed			
					Des. Check			
					Supervised			
								IN SHEETS

RANGITAHU ACCESS GROUP.
WALK BRIDGE & CAUSEWAY.

SCALE $\frac{1}{16}$ " TO 1'

COMPLETELY DRY
AT LOW TIDE.

COMPLETELY DRY
AT LOW TIDE.

FORESHORE

TO
LAND
FARM
&
OTHER
PROPERTIES.

BRIDGE.

CAUSEWAY — APPROX 12' WIDTH X 474' LENGTH

WALK BRIDGE — APPROX 2' X 474'

OPOTURU
ROAD.

STREAM CHANNEL HAS APPROX 8" OF WATER.
RUNNING AT LOW TIDE

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950.

ALL AREAS ARE COMPLETELY DRY AT LOW TIDE
EXCEPT FOR MINIMAL STREAM WATER UNDER BRIDGE.

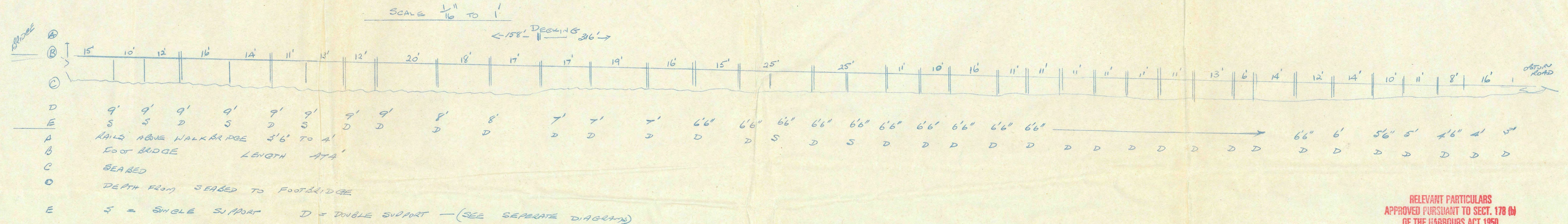
acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

2423

SHEET (4) OF ()
Copy of M.D.(N) 297

RANGITAHU ACCESS GROUP.

WALK BRIDGE BETWEEN VEHICLE BRIDGE & OPOTURU ROAD & HEIGHT ABOVE SEA BED.



SCALE $\frac{1}{4}$ " TO FOOT
(DOUBLE SUPPORT)

- A SUPPORTING POLES DOUBLE TREATED POSTS 6" TO 7" IN DIAMETER.
 - B CROSS BARS 6" x 2" TREATED PINE
 - C STRENGTHENERS 2" x 1 1/2" TREATED PINE
 - D CROSS BAR 6" x 1 1/2" TREATED PINE
- ALL NAILED WITH GALVANISED NAILS

(SINGLE SUPPORT)

- A SUPPORTING POLE DOUBLE TREATED POST 6" TO 7" IN DIAMETER
- B CROSS BAR 6" x 2" TREATED PINE
- C UPRIGHTS 4" x 2" TREATED PINE CUT TO FIT INTO CROSS BAR
- D STRENGTHENERS 2" x 1 1/2" TREATED PINE

DECKING 158' FROM BRIDGE

18 PLANKING 12" x 3" INCLUDING SOME OREGON — OTHER NOT KNOWN

FROM BALANCE 159' TO END OPOTURU ROAD

12 6" x 1 1/2" HEART PINE FIXED ON CONTINUOUS STEEL CROSS SUPPORTED BASE

I.E.

WIDTH OF WOODEN DECKING APPROX 2'

SIDES

PROTECTED WITH 4" SQUARE MESHED GALVANISED NO 8 WIRE.

acting in exercise of powers delegated to me under the Ministry of Transport Act 1968

2424

SHEET (5) OF ()
Copy of M.D.(N) 297

CAUSEWAY & CULVERTS

SCALE $\frac{1}{16}$ " TO 1'

CULVERTS

(X)

(Y)

(Z)

BRIDGE.

SEABED.

(A) DEPTH FROM BRIDGE TO CAUSEWAY

(B) FROM CAUSEWAY TO SEABED

(C) TOTAL

5'	5'6"	6'	6'	6'	6'	6'	5'6"	5'6"	5'	5'	5'	4'6"	←										4'6"	→										4'6"	4'6"	4'	3'6"	3'	2'6"	2'	2'
4'	3'6"	3'	3'	3'	3'	3'	2'6"	2'6"	2'	2'	2'	2'	←										2'	→										2'	2'	2'	2'	2'	2'	2'	1'
9'	9'	9'	9'	9'	9'	9'	8'	8'	7'	7'	7'	6'6"	←										6'6"	→										6'6"	6'6"	6'	5'6"	5'	4'6"	4'	3'

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

CULVERTS

(X)

4 x 24" DIAMETER

(Y)

2 x 36"

(Z)

1 x 18"

(REINFORCED CONCRETE)

CAUSEWAY CONSTRUCTION

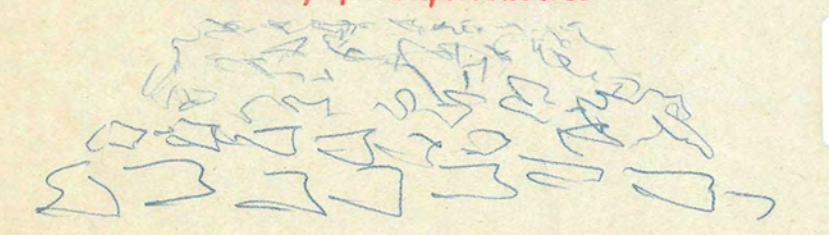
COMPRESSED ROCK FOUNDATION

ROCK SIDES

LOOSE METAL TOPPING

WIDTH 9'

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968



2425

KANGITAHU ACCESS GROUP.
WALK BRIDGE & CAUSEWAY.

SCALE $\frac{1}{16}$ " TO 1'

COMPLETELY DRY
AT LOW TIDE.

COMPLETELY DRY
AT LOW TIDE.

Foreslope

LAND TO
FARM &
OTHER PROPERTIES.

BRIDGE

CAUSEWAY — APPROX 12' WIDTH. X 474' LENGTH.

WALK BRIDGE — APPROX 2' X 474'

OPOTU
ROAD.

STREAM CHANNEL HAS "APPROX 8" OF WATER.
RUNNING AT LOW TIDE

ALL AREAS ARE COMPLETELY DRY AT LOW TIDE
EXCEPT FOR MINIMAL STREAM WATER UNDER BRIDGE.

~~RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (d)
OF THE HARBOURS ACT 1950~~

~~Acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968~~

2426

SHEET (4) OF (6)
M.D.(N) 297

WALK BRIDGE BETWEEN VEHICLE BRIDGE & OPOTURU ROAD. & HEIGHT ABOVE SEALED.

← 158' DECKING 346' →



A hand-drawn sketch of a bridge structure, showing a horizontal beam supported by vertical posts. The beam is divided into sections by diagonal hatching. The drawing is on aged, yellowed paper.

acting in exercise of powers delegated to me under
the Ministry of Transport Act 1968

2427

CAUSEWAY & CULVERTS

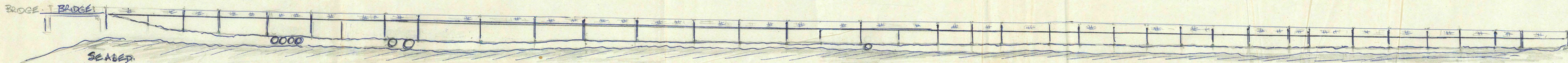
SCALE $\frac{1}{16}$ " TO 1'

CULVERTS

(X)

(Y)

(Z)



(A) DEPTH FROM BRIDGE TO CAUSEWAY	5'	5'6"	6'	6'	6'	6'	6'	5'6"	5'6"	5'	5'	5'	4'6"	←	4'6"	→	4'6"	4'6"	4'	3'6"	3'	2'6"	2'	2'
(B) FROM CAUSEWAY TO SEABED	4'	3'6"	5'	3'	3'	3'	3'	3'	2'6"	2'6"	2'	2'	2'	2'	←	2'	→	2'	2'	2'	2'	2'	2'	1'
(C) TOTAL	9'	9'	9'	9'	9'	9'	9'	8'	8'	7'	7'	7'	6'6"	←	6'6"	→	6'6"	6'6"	6'	5'6"	5'	4'6"	4'	3'

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1969

RELEVANT PARTICULARS
APPROVED PURSUANT TO SECT. 178 (b)
OF THE HARBOURS ACT 1950

2428

CULVERTS. (X) 4 x 24" DIAMETER (Y) 2 x 36" (Z) 1 x 18" (REINFORCED CONCRETE)

CAUSEWAY CONSTRUCTION

COMPRESSED ROCK FOUNDATION
ROCK SIDES
LOOSE METAL TAPPING
WIDTH 9'



acting in exercise of powers delegated to me under the Ministry of Transport Act 1968

SHEET (6) OF (6)

M.D.(N) 297



Title RAGLAN HARBOUR		Natural Scale 1:12,500	Projection Transverse Mercator	Abutment Marks 21 x 15 ins	N.I.N.G. Co-ords
Surveyed by Lt J. A. Stoakes RNZN.		Date March 1977	Limits of Geographical Intersections 37° 47' 37" 50' S, 174° 51' 174° 53' E		
Depths in Metres (under 31 in Metres & Decimetres)		Datum Soundings were reduced to 5.06m below a BM cut into the Eastern edge of Raglan Wharf.			
Topography Walked over & fixed in the field		Scales 1 2 3 4 5 6 7 8 9 10			
Drawn by Lt G. Alsop BSc. RNZN.		1 Sea Mile = 6069.35 feet at Lat 37° 49' S			
Checked by CPOH J. H. Wilson		1000 METRES 500 0 500 1000			
Approved		LONGITUDE 0.5' 0 0 1'			
					Index 441
					Serial 16

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2429